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HIGHWAY STATISTICS 1948

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

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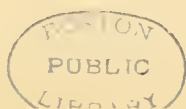


HIGHWAY STATISTICS 1948

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

UNITED STATES GOVERNMENT PRINTING OFFICE, WASHINGTON: 1950

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PREFACE

This pamphlet, the fourth of an annual series, presents the 1948 statistical and analytical tables of general interest on the subjects of motor fuel, motor vehicles, highway-user taxation, financing of State highways, and highway mileage.

The brief text is intended only to call attention to information of particular interest or significance, to supply definitions of the terms used in the tables, and to point out the limitations of the data presented.

Many of the tables in this pamphlet were issued separately so that the information could be made available at the earliest possible date. However, the public reception of previous *Highway Statistics* publications indicates that the issuance of the tables in assembled, permanent form makes the data much more convenient and serviceable to their users. Prior editions of *Highway Statistics* are for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at the following prices: *Highway Statistics, 1945*, 35 cents; *Highway Statistics, 1946*, 50 cents; *Highway Statistics, 1947*, 45 cents.

In addition to the annual pamphlets, and supplementing them, the Bureau of Public Roads has published *Highway Statistics, Summary to 1945*, in which are presented selected historical summaries of highway data carried from the earliest years that available information warrants. This publication is also for sale by the Superintendent of Documents, at 40 cents a copy.

The Bureau has recently issued a new bulletin, *The Financing of Highways by Counties and Local Rural Governments, 1931-41*, which presents a discussion, and detailed statistical data by States, on county and local rural government receipts, expenditures, and debt for rural highways during the 11-year period. The bulletin is for sale by the Superintendent of Documents at 45 cents a copy.

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MOTOR FUEL

The steady flow of motor vehicles from the factories during 1948, in a period of general high-level economic activity, resulted in a continuation of the upward trend in motor-fuel consumption that began late in 1944. The greater numbers of vehicles on the highways consumed more than 30 billion gallons of fuel during the year, an increase of almost 9 percent over 1947. The use of motorized equipment on farms and in other nonhighway activities also continued to increase steadily, so that total motor-fuel consumption in 1948 exceeded 35 billion gallons.

The term "motor-fuel" applies to all gasoline and other fuels coming under the purview of the State motor-fuel taxing laws. Fuels other than gasoline include diesel fuel, liquefied petroleum gases, and those known by such names as "tractor fuel" and "power fuel." These "other" fuels are taxed, in most States, when they are used to propel vehicles on the public highways.

The words "exemption" and "refund" are not used interchangeably: "exemption" applies where the State purposely does not collect the tax; "refund" applies to the procedure whereby the State collects the tax and later returns it in whole or in part. Exemptions are most frequently found in connection with motor fuel purchased by the Federal Government, or in connection with allowances for loss through evaporation, spillage, etc. Refunds are usually granted for nonhighway uses of motor fuel such as in agriculture, aviation, construction, and water and rail transportation.

Table G-1 shows the motor-fuel tax collections of all States. The last column of the table, "adjusted net total receipts," gives the motor-fuel portion of State highway-user revenues. The tax on aviation gasoline is, in most States, refunded or placed in a special fund for aviation purposes. Where the amounts of motor-fuel tax paid on aviation gasoline have been reported separately, the gross tax received is included in the collections shown in table G-1 and, if not paid out in the form of refunds, it is deducted in the next-to-last column of that table.

Table G-2 reports the gallonage passing through State taxing channels. This table is intended primarily to give data needed in tax analyses and in prelimi-

nary studies of motor-fuel consumption. It reflects data as reported by the States, and is published prior to analysis for determination of highway and nonhighway uses.

The highway and nonhighway uses of motor fuel are shown in tables G-21, 22, 23, and 24. These tables do not include purchases by the Federal Government for military use, nor fuel exported from the continental United States. The figures differ in some cases from those in table G-2, primarily because of adjustments made to obtain uniformity among States and to report gallonage as nearly as possible for the period in which it was consumed rather than the period in which the tax was paid. Other adjustments have been made to allow for losses from evaporation, spillage, etc., and to correct errors.

Most of the States refund the tax paid on motor fuel used for nonhighway purposes. Oklahoma is now the only State that permits tax exemptions for such fuel. At various times several other States have allowed tax exemption, but losses of revenue through tax evasion and difficulties of administering their exemption laws have led them to abandon it in favor of the refund procedure. The most recent change from exemptions to refunds was in Kansas, effective January 1, 1950.

In all States that allow refunds or exemptions for nonhighway uses, the total gallonage claimed to be used for such purposes is known, and nearly all of these States keep records classified by type of use. For States that tax all motor fuel regardless of use, allowing neither exemptions nor refunds, the nonhighway portion has been estimated on the basis of the reports of adjoining States and of States having similar economic characteristics.

Tables G-101 through 110 record the State provisions for taxing motor fuel, including a brief summary of the administrative organization, fuel inspection requirements and fees, and the control over the distributing agencies and consumers of use-fuel and refund gasoline that is exercised through licensing and bonding. (Table G-106, which records the provisions governing the disposition of motor-fuel tax revenues, is included in the section on taxation.)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE MOTOR-FUEL TAX RECEIPTS — 1948

TABLE G-1, 1948
ISSUED APRIL 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TAX RATE PER GALLON ON DECEMBER 31	RECEIPTS FROM TAXATION OF MOTOR FUEL				OTHER RECEIPTS IN CONNECTION WITH MOTOR-FUEL TAX 2/				NET TOTAL RECEIPTS	DEDICATED REVENUE FROM NONHIGHWAY FUEL 4/	ADJUSTED NET TOTAL RECEIPTS	STATE
		GROSS TAX COLLECTIONS	DEDUCTIONS BY DISTRIBUTORS FOR EXPENSES 1/	GROSS RECEIPTS BY STATE	REFUNDS PAID	NET RECEIPTS BY STATE	DISTRIBUTORS AND DEALERS LICENSES	INSPECTION FEES 3/	FINES AND PENALTIES	MISCELLANEOUS RECEIPTS	* TOTAL		
	CENTS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	
ALABAMA	6	28,238	-	28,238	-	28,238	-	119	-	-	119	28,357	ALABAMA
ARIZONA	5	10,360	-	10,360	-	9,335	-	-	4	-	4	9,339	ARIZONA
ARKANSAS	6-1/2	19,908	-	19,908	-	19,908	-	159	-	-	159	20,067	ARKANSAS
CALIFORNIA	4-1/2	137,403	-	137,403	-	10,226	-	-	-	2	22	127,199	CALIFORNIA
COLORADO	6	22,821	-	22,821	-	18,377	-	-	-	-	-	18,377	COLORADO
CONNECTICUT	4	17,394	-	17,394	-	17,126	43	-	-	-	43	17,169	CONNECTICUT
DELAWARE	4	3,263	-	3,263	-	2,937	2	-	-	-	2	2,939	DELAWARE
FLORIDA	7	44,454	-	44,454	-	44,454	36	795	-	1	832	45,286	FLORIDA
GEORGIA	6	37,876	377	37,499	-	36,674	38	-	-	-	38	36,712	GEORGIA
IDAHO	6	10,611	-	10,611	-	9,441	-	-	-	-	-	9,441	IDAHO
ILLINOIS	3	60,059	1,201	58,858	-	52,020	-	599	1	-	600	52,620	ILLINOIS
INDIANA	3	40,103	-	40,103	-	35,599	-	836	98	-	600	36,533	INDIANA
IOWA	4	33,407	-	33,407	-	24,446	1	-	-	51	56	24,502	IOWA
KANSAS	5/7	20,223	-	20,223	-	20,223	5	146	-	23	174	20,397	KANSAS
KENTUCKY	2/9	30,098	-	29,799	-	28,778	-	-	17	-	17	28,795	KENTUCKY
LOUISIANA	5	33,761	-	33,761	-	33,761	-	138	3	-	141	33,902	LOUISIANA
MAINE	6	12,462	-	12,462	-	11,849	-	-	-	-	1	11,850	MAINE
MARYLAND	5	21,997	-	21,997	-	20,064	-	-	-	-	-	20,064	MARYLAND
MASSACHUSETTS	3	25,508	168	25,340	-	23,922	46	-	-	-	46	23,968	MASSACHUSETTS
MICHIGAN	3	46,288	-	46,288	-	42,463	3	-	-	-	3	42,466	MICHIGAN
MINNESOTA	4	32,134	-	32,134	-	25,793	-	198	-	-	199	25,992	MINNESOTA
MISSISSIPPI	6	21,176	-	21,176	-	20,395	1	-	-	43	43	20,438	MISSISSIPPI
MISSOURI	5	19,436	-	19,436	-	17,623	-	98	2	-	100	17,723	MISSOURI
MONTANA	2	10,084	-	10,084	-	7,463	-	-	-	6	6	7,469	MONTANA
NEBRASKA	5	19,694	141	19,553	-	18,206	43	130	-	38	211	18,417	NEBRASKA
NEVADA	2/	2,719	-	2,719	-	2,507	-	33	1	-	34	2,541	NEVADA
NEW HAMPSHIRE	4	4,692	-	4,692	-	4,564	-	-	-	-	-	4,564	NEW HAMPSHIRE
NEW JERSEY	3	31,549	-	31,549	-	28,606	20	-	-	-	21	28,627	NEW JERSEY
NEW MEXICO	5	9,507	-	9,507	-	8,418	22	-	-	5	27	8,445	NEW MEXICO
NEW YORK	6	85,448	895	86,343	-	81,291	52	-	-	-	52	81,343	NEW YORK
NORTH CAROLINA	6	43,866	-	43,866	-	42,476	-	1,893	-	21	1,914	44,390	NORTH CAROLINA
NORTH DAKOTA	4	9,875	109	9,766	-	5,341	-	128	-	-	128	5,469	NORTH DAKOTA
OHIO	4	74,482	-	74,482	-	69,800	-	-	-	-	-	69,800	OHIO
OKLAHOMA	5-1/2	27,131	644	26,487	-	26,486	-	318	-	-	318	26,804	OKLAHOMA
OREGON	5	23,997	896	23,997	-	20,952	-	-	7	-	7	20,959	OREGON
PENNSYLVANIA	5	79,381	-	79,381	-	78,525	-	-	-	-	-	78,529	PENNSYLVANIA
RHODE ISLAND	10/	6,172	-	6,172	-	5,775	1	-	-	-	1	5,776	RHODE ISLAND
SOUTH CAROLINA	6	22,485	-	22,485	-	22,052	-	486	-	-	486	22,538	SOUTH CAROLINA
SOUTH DAKOTA	4	10,033	304	9,729	-	6,642	-	90	-	-	90	6,732	SOUTH DAKOTA
TENNESSEE	7	39,197	-	39,197	-	37,195	72	2,068	-	-	2,140	39,335	TENNESSEE
TEXAS	4	90,194	897	89,297	-	73,724	-	-	-	24	24	73,748	TEXAS
UTAH	4	7,150	105	7,045	-	7,045	1	-	1	-	2	7,047	UTAH
VERMONT	4-1/2	4,124	-	4,124	-	4,124	-	-	-	-	-	4,124	VERMONT
VIRGINIA	4	39,530	-	39,530	-	36,830	-	-	-	1	1	36,831	VIRGINIA
WASHINGTON	5	29,627	-	29,627	-	27,822	-	-	-	14	14	27,836	WASHINGTON
WEST VIRGINIA	10/	16,512	-	16,512	-	15,974	8	-	-	-	8	15,982	WEST VIRGINIA
WISCONSIN	4	33,534	-	33,534	-	29,170	-	256	-	-	256	29,426	WISCONSIN
WYOMING	4	4,748	-	4,748	-	4,748	2	-	-	4	6	4,754	WYOMING
DISTRICT OF COLUMBIA	4	6,582	-	6,582	-	6,514	-	-	-	5	5	6,519	DISTRICT OF COLUMBIA
TOTAL	11/ 4-35	1,461,353	5,956	1,455,397	-	1,342,973	417	8,550	133	240	9,360	1,352,333	TOTAL

1/ THE STATES FOR WHICH AMOUNTS ARE SHOWN MAKE ALLOWANCES TO DISTRIBUTORS FOR EXPENSES OF COLLECTING THE TAX. IN KENTUCKY, SOUTH DAKOTA, AND UTAH, ALLOWANCES OF 2-1/2, 4, AND 3 PERCENT, RESPECTIVELY, OF THE TAX OTHER-
WISE DUE ARE MADE IN CONSIDERATION OF BOTH EXPENSE OF COLLECTION AND GALLOWANCE LOSSES IN HANDLING. IN THESE
STATES, THE ALLOWANCES FOR EXPENSES ONLY HAVE BEEN ESTIMATED AS 1, 3, AND 1-1/2 PERCENT, RESPECTIVELY.

2/ IN ROUNDING TO THE NEAREST THOUSAND, ENTRIES UNDER FIVE HUNDRED DOLLARS HAVE BEEN OMITTED.

3/ FEES FOR INSPECTION OF MOTOR-VEHICLE FUEL. WHEREVER POSSIBLE, FEES FOR INSPECTION OF NON-MOTOR-VEHICLE
FUELS HAVE BEEN ELIMINATED.

4/ UNLESS OTHERWISE NOTED, THE AMOUNTS IN THIS COLUMN ARE AVIATION-FUEL TAX PROCEEDS THAT WERE ALLOCATED FOR
AVIATION PURPOSES.

5/ TAX RATES CHANGED AS FOLLOWS DURING 1948: KENTUCKY, 5 TO 7 CENTS, APRIL 1; LOUISIANA, 7 TO 9 CENTS,
JUNE 7.

6/ \$45,287 TO AERONAUTICAL FUND FROM TAX ON AVIATION FUEL, AND \$22,602 TO SEA AND SHORE FISHERIES FROM TAX
ON MARINE FUEL.

7/ \$310,678 TO STATE BOARD OF AERONAUTICS FROM TAX ON AVIATION FUEL, AND \$97,913 TO STATE WATERWAYS
COMMISSION FROM TAX ON MARINE FUEL.

8/ SPECIAL COUNTY TAXES OF 3 CENTS PER GALLON IN HANCOCK COUNTY AND 2 CENTS PER GALLON IN HARRISON AND
JACKSON COUNTIES, IMPOSED FOR SEAWALL PROTECTION, ARE NOT INCLUDED ON THIS TABLE.

9/ AN OPTIONAL TAX OF 1.5 CENTS PER GALLON, COLLECTED BY NEVADA FOR FIVE OF ITS SEVENTEEN COUNTIES, IS NOT
INCLUDED IN THIS TABLE.

10/ AMOUNTS GIVEN DO NOT INCLUDE \$24,473 IN RHODE ISLAND AND \$1,085,458 IN WEST VIRGINIA COLLECTED AND
REFUNDED FOR DIESEL FUEL USED FOR NONHIGHWAY PURPOSES.

11/ WEIGHTED AVERAGE RATE.

MOTOR-FUEL CONSUMPTION - 1948

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 1/

Table M-2, 1948
REVISED MAY, 1949

STATE	TAX RATE PER GALLON ON DECEMBER 31	GROSS AMOUNT REPORTED 2/	AMOUNT EXEMPTED FROM PAYMENT OF TAX 3/	GROSS AMOUNT ASSESSED FOR TAXATION	AMOUNT SUBJECT TO REFUND OF ENTIRE TAX	NET AMOUNT TAXED			AMOUNT TAXED AT PREVAILING RATE DURING 1947	INCREASE DURING 1948		STATE	
						TOTAL	AT PREVAILING RATE	AT OTHER RATES		AMOUNT	PERCENTAGE		
								RATE PER GALLON					
ALABAMA	6 CENTS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	0.074	1,000 GALLONS	1,000 GALLONS	9.0	ALABAMA	
ARIZONA	6	480,376	6,737	473,639	19,901	453,738	473,639	-	434,620	39,019	9.0	ARIZONA	
ARIZONA	5	215,066	4,277	210,789	19,901	190,888	210,789	-	171,000	19,888	11.6	ARIZONA	
ARKANSAS	6.5	359,272	9,531	349,741	277,237	72,504	349,741	6.5	267,476	23,189	8.7	ARKANSAS	
CALIFORNIA	4.5	3,159,674	55,656	3,104,018	277,237	2,826,781	3,104,018	4.5	2,739,966	106,875	3.9	CALIFORNIA	
COLORADO	6	399,356	17,572	381,784	74,079	307,705	307,705	-	297,798	9,907	3.3	COLORADO	
CONNECTICUT	4	445,102	13,267	431,835	6,555	425,280	431,835	-	404,877	20,957	5.0	CONNECTICUT	
DELAWARE	4	83,494	1,582	81,912	8,125	73,787	81,912	-	68,444	5,468	7.7	DELAWARE	
FLORIDA	7	730,614	91,862	638,752	-	638,752	638,752	-	590,728	48,024	8.1	FLORIDA	
GEORGIA	6	638,077	9,665	628,412	-	628,412	628,412	-	568,405	43,211	7.6	GEORGIA	
IDAHOO	3	179,765	1,448	178,317	19,258	159,059	178,317	2.5	182,724	12,344	8.6	IDAHOO	
ILLINOIS	3	2,041,752	30,658	2,011,094	28,640	1,982,454	2,011,094	-	1,583,477	180,813	11.4	ILLINOIS	
INDIANA	4	1,956,818	35,478	1,921,340	112,698	1,808,642	1,921,340	-	1,739,947	75,947	8.8	INDIANA	
IOWA	4	862,993	18,161	844,832	217,307	627,525	844,832	-	576,384	53,081	9.2	IOWA	
KANSAS	4	682,566	227,795	454,771	682,772	454,771	454,771	-	427,282	27,489	6.4	KANSAS	
KENTUCKY	7/ 7	492,404	9,947	482,457	7,307	475,150	482,457	0.5	435,119	32,151	7.4	KENTUCKY	
LOUISIANA	9	442,438	11,634	430,804	2	430,802	430,804	2.0	401,516	22,883	5.7	LOUISIANA	
MAINE	6	216,271	2,045	208,226	208,226	208,226	195,159	(9)	190,453	4,706	2.5	MAINE	
MARYLAND	5	845,040	15,422	829,618	39,084	790,534	829,618	-	774,816	27,098	7.2	MARYLAND	
MASSACHUSETTS	3	1,730,619	15,537	1,715,082	122,489	1,592,593	1,715,082	(10)	1,333,340	292,275	3.8	MASSACHUSETTS	
MICHIGAN	3	1,100,930	44,791	1,056,139	92,772	963,367	1,056,139	-	900,265	107,662	8.1	MICHIGAN	
MINNESOTA	4	831,200	16,006	815,194	152,331	662,863	815,194	(11)	6,906	59,868	10.0	MINNESOTA	
MISSISSIPPI	6	362,973	7,050	355,923	79,597	276,326	355,923	(12)	315,909	22,093	7.0	MISSISSIPPI	
MISSOURI	2	993,387	28,531	964,856	885,259	885,259	885,259	-	802,795	82,464	10.3	MISSOURI	
MONTANA	5	208,723	5,331	203,392	49,723	153,669	203,392	1.0	138,906	11,380	8.2	MONTANA	
NEBRASKA	5	401,355	8,605	392,750	546	392,204	392,750	(13)	377,129	25,006	7.4	NEBRASKA	
NEVADA	4	70,030	2,556	67,474	5,738	61,736	67,474	5.0	55,238	2,577	4.6	NEVADA	
NEW HAMPSHIRE	4	115,606	1,989	113,617	3,263	110,354	113,617	-	107,098	6,509	6.0	NEW HAMPSHIRE	
NEW JERSEY	3	1,100,930	44,791	1,056,139	92,772	963,367	1,056,139	-	900,265	63,102	7.0	NEW JERSEY	
NEW MEXICO	5	199,270	6,644	192,626	22,576	170,050	192,626	-	155,824	14,226	9.1	NEW MEXICO	
NEW YORK	4	2,306,344	40,433	2,265,911	166,595	2,099,316	2,265,911	-	1,903,409	197,907	7.1	NEW YORK	
NORTH CAROLINA	6	771,942	35,296	736,646	74	736,572	771,942	1.0	657,045	49,990	7.6	NORTH CAROLINA	
NORTH DAKOTA	4	252,638	4,939	247,699	105,120	142,579	247,699	-	140,888	1,991	1.4	NORTH DAKOTA	
OHIO	4	1,952,423	54,600	1,897,823	116,153	1,781,670	1,897,823	-	1,615,867	165,713	10.3	OHIO	
OKLAHOMA	5.5	618,466	14,849	603,617	603,617	603,617	617,247	1.0	441,875	30,955	7.0	OKLAHOMA	
OREGON	4	1,890,187	19,176	1,871,011	51,753	1,819,258	1,871,011	-	1,601,468	393,547	8.8	OREGON	
PENNSYLVANIA	4	150,564	3,803	146,761	1,828	144,933	146,761	-	141,016	3,917	2.8	PENNSYLVANIA	
RHODE ISLAND 17/	4	308,987	12,245	296,742	845	295,897	308,987	1.0	286,687	28,687	8.4	RHODE ISLAND 17/	
SOUTH CAROLINA	6	257,912	4,028	253,884	77,182	176,702	253,884	-	158,476	18,226	11.5	SOUTH CAROLINA	
SOUTH DAKOTA	7	597,415	34,652	562,763	19,787	543,016	562,763	1.0	481,160	50,315	10.5	SOUTH DAKOTA	
TENNESSEE	4	2,645,942	411,117	2,234,825	368,659	1,866,166	2,234,825	6.0	1,708,154	158,453	9.0	TENNESSEE	
TEXAS	4	183,176	5,111	178,065	-	178,065	178,065	-	164,580	13,485	8.2	TEXAS	
UTAH	4.5	90,341	312	89,999	90,029	89,999	89,999	-	84,946	5,053	6.0	UTAH	
VERMONT	6	676,400	12,448	663,952	46,041	617,911	663,952	4.0	562,854	52,798	9.4	VERMONT	
VIRGINIA	5	690,501	38,109	652,392	34,705	617,687	652,392	-	529,071	34,616	6.6	VIRGINIA	
WASHINGTON 17/	5	337,879	3,456	334,423	10,961	323,462	334,423	-	277,464	45,998	16.6	WASHINGTON 17/	
WISCONSIN	4	877,556	29,698	847,858	104,116	743,742	847,858	-	690,936	52,906	7.7	WISCONSIN	
WYOMING	4	122,602	1,804	120,798	1,705	119,093	120,798	-	107,419	13,379	12.5	WYOMING	
DISTRICT OF COLUMBIA	4	170,381	5,177	165,204	1,705	163,499	165,204	-	152,685	10,814	7.1	DISTRICT OF COLUMBIA	
TOTAL	19/ 4.35	35,244,787	1,483,677	33,761,110	2,574,873	30,986,237	30,645,901	-	28,407,058	2,428,843	7.9	TOTAL	

1/ AN ANALYSIS OF MOTOR-FUEL USAGE WILL BE GIVEN IN TABLE G-21 TO BE PUBLISHED LATER.

2/ EXPORT SALES AND OTHER AMOUNTS NOT REPRESENTING CONSUMPTION IN STATE HAVE BEEN ELIMINATED AS FAR AS POSSIBLE. IN CASES WHERE STATES FAILED TO REPORT AMOUNTS EXEMPTED FROM TAXATION, THE GROSS AMOUNT TAXED IS SHOWN IN THIS COLUMN.

3/ INCLUDES ALLOWANCES FOR EVAPORATION AND OTHER LOSSES, FEDERAL USE, OTHER PUBLIC USE, AND NONHIGHWAY USE, WHERE INITIAL EXEMPTIONS RATHER THAN REFUNDS ARE MADE.

4/ INCLUDES ALLOWANCES FOR EVAPORATION AND OTHER LOSSES, FEDERAL USE, OTHER PUBLIC USE, AND NONHIGHWAY USE, WHERE INITIAL EXEMPTIONS RATHER THAN REFUNDS ARE MADE.

5/ PARTIAL REFUNDS ARE MADE ON HIGHWAY PURPOSES FOR THE FOLLOWING: GEORGIA, 5 CENTS; KENTUCKY, 4.5 CENTS; MISSISSIPPI, 4 CENTS; NORTH CAROLINA, 5 CENTS; TENNESSEE, 6 CENTS; TEXAS, 6 CENTS; VIRGINIA, 4 CENTS; WYOMING, 4 CENTS.

6/ AVIATION USE IS TAXED AT 2.5 CENTS A GALLON IN IDAHO AND IS REFUNDED AT 4 CENTS IN MONTANA AND OREGON.

7/ TAX RATES CHANGED AS FOLLOWS DURING 1948: KENTUCKY, 5 TO 7 CENTS, APRIL 1; LOUISIANA, 7 TO 9 CENTS, JUNE 7.

8/ REPRESENTS EVAPORATION OF LOSS ALLOWANCE, WHICH IS EXEMPT FROM ALL EXCEPT 2 CENTS OF THE LOUISIANA MOTOR FUEL TAX.

9/ 877,000 GALLONS OF AVIATION FUEL WERE REFUNDED AT 2 CENTS, AND 12,190,000 GALLONS OF GASOLINE USED FOR OTHER NONHIGHWAY PURPOSES WERE REFUNDED AT 5 CENTS.

10/ 690,000 GALLONS USED IN INTERSTATE AVIATION WERE REFUNDED AT 1.5 CENTS; 1,024,000 GALLONS OF USE-FUEL USED BY VEHICLES OPERATING UNDER MUNICIPAL FRANCHISE WERE TAXED AT 4 CENTS; 6,165,000 GALLONS OF OTHER USE-FUEL WERE TAXED AT 5 CENTS.

11/ REFUNDS ON AVIATION GASOLINE ARE ON A SLIDING SCALE: 150,000 GALLONS WERE REFUNDED AT 1 CENT; 150,000 GALLONS AT 2 CENTS; 150,000 GALLONS AT 3 CENTS; 6,450,000 GALLONS AT 3.5 CENTS.

12/ 12,895,000 GALLONS OF GASOLINE USED FOR NONHIGHWAY PURPOSES WERE REFUNDED AT 5 CENTS; 2,042,000 GALLONS OF FUEL OTHER THAN GASOLINE USED ON THE HIGHWAYS WERE TAXED AT 7 CENTS.

13/ MOTOR FUELS OTHER THAN GASOLINE.

14/ NONHIGHWAY USES ARE EXEMPT FROM 4.5 CENTS A GALLON.

15/ AMOUNTS DO NOT INCLUDE 612,000 GALLONS (RHODE ISLAND) AND 21,709,000 GALLONS (WEST VIRGINIA) OF DIESEL FUEL USED FOR NONHIGHWAY PURPOSES, TAXED AT FULL RATE AND REFUNDED.

16/ TWO CENTS PER GALLON REFUNDED ON MOTOR FUEL USED IN INTRASTATE AVIATION.

17/ WEIGHTED AVERAGE RATE.

ANALYSIS OF MOTOR-FUEL USAGE IN CALENDAR YEAR 1948

TABLE G-21, 1948
ISSUED JULY 1949

STATE	PRIVATE AND COMMERCIAL USE			PUBLIC USE			SUMMARY OF TOTAL USAGE			LOSSES ALLOWED FOR EVAPORATION, HANDLING, ETC., %	TOTAL QUANTITY CONSUMED IN STATE	STATE		
	HIGHWAY 2/	NON-HIGHWAY 2/	TOTAL	FEDERAL (HIGHWAY CIVILIAN USE ONLY) 3/	STATE, COUNTY, AND MUNICIPAL		TOTAL PUBLIC USE	HIGHWAY	NON-HIGHWAY				TOTAL	
					HIGHWAY	NON-HIGHWAY								TOTAL
ALABAMA	427,323	33,403	460,726	1,104	9,685	3,228	12,913	14,017	1,000	1,000	2,000	2.883	477,626	ALABAMA
ARIZONA	190,240	10,603	200,843	1,859	4,175	1,392	5,567	7,426	1,000	1,000	2,000	2.061	217,294	ARIZONA
ARKANSAS	291,659	22,422	314,081	630	6,929	2,309	9,868	24,731	1,000	1,000	2,000	3.270	323,949	ARKANSAS
CALIFORNIA	2,811,536	275,888	3,087,424	4,761	36,180	12,060	48,240	53,001	1,000	1,000	2,000	15.764	3,156,159	CALIFORNIA
COLORADO	303,553	70,316	373,869	1,730	4,328	4,769	9,117	10,847	1,000	1,000	2,000	5.929	390,645	COLORADO
CONNECTICUT	419,356	17,655	437,011	420	5,647	1,184	6,831	7,251	1,000	1,000	2,000	4.361	480,623	CONNECTICUT
DELAWARE	73,729	6,769	80,498	112	971	323	1,294	1,406	1,000	1,000	2,000	83.278	83,278	DELAWARE
FLORIDA	575,661	85,660	660,121	1,092	14,055	4,685	18,740	19,832	1,000	1,000	2,000	10.732	690,685	FLORIDA
GEORGIA	569,509	18,046	587,555	1,396	8,143	2,714	10,857	12,253	1,000	1,000	2,000	2.278	632,266	GEORGIA
IDAHO	149,721	23,097	172,818	1,166	3,136	4,181	5,347	7,426	1,000	1,000	2,000	1.437	179,602	IDAHO
ILLINOIS	1,743,111	246,708	1,989,819	2,329	15,980	5,327	21,307	23,636	1,000	1,000	2,000	15.488	2,044,681	ILLINOIS
INDIANA	993,191	125,895	1,119,086	674	8,566	2,855	11,421	12,095	1,000	1,000	2,000	1.041,171	1,056,569	INDIANA
IOWA	618,063	217,264	835,327	432	9,236	3,079	12,315	12,747	1,000	1,000	2,000	12.944	861,018	IOWA
KANSAS	445,082	214,195	659,277	539	8,949	2,949	11,932	12,747	1,000	1,000	2,000	6.135	682,566	KANSAS
KENTUCKY	401,166	16,346	417,512	563	7,646	2,549	10,195	10,758	1,000	1,000	2,000	4.135	440,141	KENTUCKY
LOUISIANA	192,434	12,603	205,037	292	2,332	797	3,139	3,481	1,000	1,000	2,000	6.423	210,638	LOUISIANA
MAINE	395,471	30,541	426,012	949	6,414	2,138	8,552	9,501	1,000	1,000	2,000	4.528	440,041	MAINE
MARYLAND	799,595	40,547	840,142	1,343	7,632	2,544	10,176	11,519	1,000	1,000	2,000	8.748	860,409	MARYLAND
MASSACHUSETTS	1,429,046	233,626	1,662,672	1,079	30,817	10,272	41,089	42,168	1,000	1,000	2,000	23.818	1,728,658	MASSACHUSETTS
MICHIGAN	639,941	157,139	797,080	772	7,866	2,632	10,505	11,827	1,000	1,000	2,000	3.034	850,510	MICHIGAN
MINNESOTA	330,740	15,787	346,527	1,299	7,866	2,632	10,505	11,827	1,000	1,000	2,000	5.389	362,084	MINNESOTA
MISSISSIPPI	877,890	86,719	964,609	1,742	3,453	1,144	4,597	5,739	1,000	1,000	2,000	14.690	991,186	MISSISSIPPI
MISSOURI	147,194	51,621	198,815	721	5,240	1,747	6,987	7,708	1,000	1,000	2,000	3.034	208,168	MISSOURI
MONTANA	335,590	6,167	341,757	609	2,723	908	3,631	3,793	1,000	1,000	2,000	6.101	399,945	MONTANA
NEBRASKA	111,426	2,600	114,026	162	2,723	908	3,631	3,793	1,000	1,000	2,000	6.101	69,907	NEBRASKA
NEVADA	1,001,089	56,015	1,057,104	981	6,930	3,230	12,160	13,391	1,000	1,000	2,000	11.275	1,082,280	NEVADA
NEW HAMPSHIRE	167,125	22,203	189,328	219	2,295	745	2,979	3,174	1,000	1,000	2,000	2.933	197,735	NEW HAMPSHIRE
NEW JERSEY	2,082,990	135,844	2,218,834	3,674	13,758	4,586	18,344	19,166	1,000	1,000	2,000	23.296	2,314,577	NEW JERSEY
NEW MEXICO	695,071	146,272	841,343	822	1,472	934	2,406	2,979	1,000	1,000	2,000	7.367	767,076	NEW MEXICO
NORTH CAROLINA	125,809	119,229	245,032	981	1,957,104	9,690	12,920	13,901	1,000	1,000	2,000	1,082,280	252,638	NORTH CAROLINA
NORTH DAKOTA	1,750,203	128,638	1,878,841	1,737	25,901	8,500	34,401	37,738	1,000	1,000	2,000	19.434	1,943,779	NORTH DAKOTA
OHIO	457,678	127,280	584,958	959	6,676	2,225	8,901	10,379	1,000	1,000	2,000	2.933	694,596	OHIO
OKLAHOMA	1,811,238	119,510	1,930,748	2,048	22,697	7,565	30,263	32,311	1,000	1,000	2,000	14.897	1,977,956	OKLAHOMA
OREGON	140,930	1,876	142,806	139	2,956	995	3,941	4,060	1,000	1,000	2,000	28.899	148,813	OREGON
PENNSYLVANIA	338,851	22,550	361,401	557	10,887	3,629	14,516	15,073	1,000	1,000	2,000	5.655	378,921	PENNSYLVANIA
RHODE ISLAND	182,602	88,095	270,697	946	2,435	812	3,247	4,193	1,000	1,000	2,000	2.667	267,307	RHODE ISLAND
SOUTH CAROLINA	525,871	32,819	558,690	3,996	11,542	3,847	15,389	19,325	1,000	1,000	2,000	5.655	593,670	SOUTH CAROLINA
SOUTH DAKOTA	1,832,212	363,343	2,195,555	2,999	22,697	7,565	30,263	32,311	1,000	1,000	2,000	2.632	2,256,593	SOUTH DAKOTA
TENNESSEE	160,171	14,079	174,250	161	534	178	712	873	1,000	1,000	2,000	17.897	181,591	TENNESSEE
TEXAS	610,695	38,755	649,450	1,345	14,055	4,746	19,805	21,330	1,000	1,000	2,000	2.632	668,612	TEXAS
UTAH	152,171	16,079	168,250	161	534	178	712	873	1,000	1,000	2,000	2.632	170,959	UTAH
VERMONT	85,066	4,251	89,317	161	8,239	2,746	10,985	12,330	1,000	1,000	2,000	91.103	91,103	VERMONT
VIRGINIA	541,944	49,309	591,253	5,568	14,687	4,866	19,553	25,151	1,000	1,000	2,000	6.832	616,304	VIRGINIA
WASHINGTON	338,851	22,550	361,401	557	10,887	3,629	14,516	15,073	1,000	1,000	2,000	2.907	378,921	WASHINGTON
WEST VIRGINIA	730,827	114,488	845,315	761	12,915	4,305	17,220	18,611	1,000	1,000	2,000	2.994	876,216	WEST VIRGINIA
WISCONSIN	96,347	22,322	118,669	962	1,597	532	2,129	3,091	1,000	1,000	2,000	12.900	122,900	WISCONSIN
WYOMING	163,499	1,705	165,204	1,426	1,944	683	2,528	2,592	1,000	1,000	2,000	3.20	169,542	WYOMING
DISTRICT OF COLUMBIA	29,908,912	3,766,859	33,675,771	64,176	427,553	161,647	649,200	713,376	1,000	1,000	2,000	377.812	34,706,959	DISTRICT OF COLUMBIA
TOTAL	87.12	10.80	97.92	0.19	1.42	0.47	1.89	2.08	1.00	1.00	2.00	100.00	-	PERCENTAGE

1/ THIS TABLE IS ONE OF A SERIES (G-21 THROUGH G-24) GIVING AN ANALYSIS OF MOTOR-FUEL CONSUMPTION. TABLE G-22 GIVES TOTAL USE BY MONTHS, TABLE G-23 GIVES HIGHWAY USE BY MONTHS, AND TABLE G-24 GIVES NONHIGHWAY USE BY PURPOSE OF USE.

2/ THE DATA GIVEN IN THESE TABLES ARE BASED ON REPORTS OF MOTOR-FUEL CONSUMPTION SUBMITTED BY THE SEVERAL STATES AND THE DISTRICT OF COLUMBIA. THE GALLONAGES REPORTED ARE OFFERED BY THE STATES WITHOUT ADJUSTMENT FOR PERIOD OF USE, GALLONAGES IN THE LATTER TABLE ARE, IN MOST INSTANCES, AS REPORTED BY THE STATES WITHOUT ADJUSTMENT FOR PERIOD OF USE, TIME LAG IN CLAIMING REFUNDS, ETC. TO MAKE THE ANALYSIS UNIFORM AND COMPLETE IT WAS NECESSARY TO MAKE NUMEROUS ESTIMATES AND APPROXIMATIONS. FOR INFORMATION ON THE STATE MOTOR-FUEL TAX LAWS AND ADMINISTRATION, SEE TABLES G-101 THROUGH G-110.

3/ AMOUNTS OF HIGHWAY AND NONHIGHWAY USE WERE DETERMINED BY ANALYSIS OF DATA ON EXEMPTIONS AND REFUNDS. MOST STATES REPORT REFUNDS CERTIFIED OR PAID IN A GIVEN PERIOD AND NOT THE AMOUNT OF NONTAXABLE FUEL PURCHASED IN THE PERIOD. IN ORDER TO CORRELATE THE GALLONS CONSUMED DURING THE CALENDAR YEAR THAT WERE SUBJECT TO REFUND, THE MONTHLY SERIES OF REFUND GALLONAGE WAS OFFSET ONE OR MORE MONTHS. FOR STATES THAT REPORT NO EXEMPTIONS OR REFUNDS

FOR NONHIGHWAY USE, ESTIMATES WERE BASED ON DATA FOR STATES HAVING SIMILAR CHARACTERISTICS, AND ON OTHER AVAILABLE INFORMATION.

3/ ALL MOTOR FUEL USED BY THE MILITARY SERVICES AND NONHIGHWAY FUEL USED BY CIVILIAN BRANCHES OF THE FEDERAL GOVERNMENT HAVE BEEN EXCLUDED FROM THIS TABLE.

4/ SOME STATES MAKE A FLAT PERCENTAGE ALLOWANCE FOR LOSSES IN STORAGE AND HANDLING, AND OTHERS ALLOW FOR ACTUAL LOSSES NOT TO EXCEED A SPECIFIC PERCENTAGE (SEE TABLE G-103). STILL OTHERS PERMIT DISTRIBUTORS TO CLAIM STOCK LOSSES IN RECONCILIATION OF INVENTORY, THUS EXEMPTING THE LOST ALLOWANCE FROM TAXATION. LOSSES BY DESTRUCTION, WHERE LOSSES IN STORAGE AND HANDLING WERE ALSO INCLUDED IN THIS COLUMN. THE MAXIMUM ALLOWANCE USED IN THIS ANALYSIS TO COVER WHERE REPORTED SEPARATELY, ARE ALSO INCLUDED IN THIS COLUMN. WHERE ALLOWANCES WERE NOT REPORTED, ESTIMATES WERE MADE ON THE BASIS OF LEGAL PROVISIONS AND REPORTED PRACTICES. WHERE NO DEFINITE PERCENTAGE IS STIPULATED, AN ALLOWANCE OF 1 PERCENT WAS MADE.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TOTAL MOTOR-FUEL CONSUMPTION BY MONTHS IN 1948

TABLE G-22, 1948
ISSUED JULY 1949

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
ALABAMA	35,901	33,112	39,584	40,118	41,073	39,517	41,808	41,685	40,741	41,947	39,800	42,340	477,686	ALABAMA
ARIZONA	17,416	17,035	18,109	17,795	18,248	19,343	18,334	18,161	19,239	17,428	20,674	20,674	219,355	ARIZONA
ARKANSAS	23,122	19,293	24,887	26,498	27,537	28,141	29,683	29,099	30,305	30,363	28,282	30,263	327,179	ARKANSAS
CALIFORNIA	223,338	243,280	257,549	258,191	258,136	288,109	290,574	277,014	263,721	243,119	273,401	279,397	3,156,159	CALIFORNIA
COLORADO	23,210	22,664	27,537	33,320	33,405	37,992	44,305	42,676	36,449	32,722	28,489	27,716	390,645	COLORADO
CONNECTICUT	31,280	29,178	33,857	35,931	38,111	40,047	43,195	42,304	40,303	38,804	37,514	38,099	440,623	CONNECTICUT
DELAWARE	5,706	5,061	7,130	7,130	7,306	7,619	8,215	7,605	7,469	7,010	6,733	6,772	83,278	DELAWARE
FLORIDA	61,886	59,243	65,199	59,636	55,122	53,899	54,162	53,031	50,608	54,069	50,266	65,624	690,695	FLORIDA
GEORGIA	48,393	44,622	52,407	53,671	53,897	53,019	54,905	55,219	52,772	55,007	53,350	54,324	632,086	GEORGIA
IDaho	10,172	10,006	13,067	14,911	15,797	17,098	18,181	19,814	19,209	16,238	13,599	11,508	179,602	IDaho
ILLINOIS	137,965	129,270	155,384	183,141	189,006	187,433	186,716	179,957	178,193	183,935	168,129	164,951	2,044,081	ILLINOIS
INDIANA	71,663	69,589	82,135	89,829	97,912	100,632	99,572	94,526	91,427	91,851	87,119	84,404	1,096,659	INDIANA
IOWA	52,328	50,889	64,435	88,436	86,470	82,055	81,142	76,165	74,012	76,813	69,411	56,942	861,018	IOWA
KANSAS	43,362	38,922	45,803	57,659	58,818	70,184	77,094	70,653	65,985	55,282	49,404	49,197	682,566	KANSAS
KENTUCKY	35,350	31,466	38,552	42,682	43,337	43,996	43,007	44,129	42,403	42,331	41,129	41,523	490,155	KENTUCKY
LOUISIANA	31,297	27,399	36,624	36,769	37,080	37,778	37,723	37,184	39,470	39,682	37,417	39,339	437,742	LOUISIANA
MAINE	13,319	12,349	14,314	15,288	17,513	19,596	23,274	23,145	20,246	18,627	16,894	16,118	210,638	MAINE
MARYLAND	30,676	27,473	34,860	37,397	40,645	38,814	40,933	39,227	39,025	38,358	36,315	36,118	440,041	MARYLAND
MASSACHUSETTS	59,264	55,720	64,859	69,609	71,678	77,337	84,096	81,204	76,674	78,234	74,270	74,325	860,409	MASSACHUSETTS
MICHIGAN	128,319	120,091	129,849	144,161	146,600	154,906	163,301	160,563	152,567	155,377	140,997	142,227	1,728,658	MICHIGAN
MINNESOTA	50,667	48,791	58,704	67,195	78,629	79,908	84,337	84,663	78,736	78,265	65,376	55,239	830,510	MINNESOTA
MISSISSIPPI	20,820	20,820	29,008	31,296	33,596	30,104	33,655	33,569	32,177	31,377	29,717	31,338	362,084	MISSISSIPPI
MISSOURI	72,757	64,879	74,091	84,190	87,818	91,431	89,302	89,222	87,234	80,913	82,031	80,913	991,186	MISSOURI
MONTANA	10,768	9,607	13,128	18,545	20,680	19,917	24,241	25,924	21,222	16,587	14,536	12,713	208,168	MONTANA
NEBRASKA	26,562	24,768	27,917	35,853	35,749	36,891	43,598	39,884	37,231	33,784	30,269	27,079	399,545	NEBRASKA
NEVADA	4,251	4,272	4,765	5,176	5,911	7,085	7,472	7,775	6,954	5,897	5,133	4,916	69,997	NEVADA
NEW HAMPSHIRE	7,948	7,290	8,225	8,835	9,548	10,613	13,218	13,175	11,533	10,066	9,364	9,364	119,093	NEW HAMPSHIRE
NEW JERSEY	75,560	69,687	84,334	88,798	93,497	96,236	104,619	102,802	95,046	91,730	89,783	90,188	1,082,280	NEW JERSEY
NEW MEXICO	13,778	13,444	14,919	16,044	16,747	18,141	18,674	18,758	17,413	16,240	16,952	16,765	197,735	NEW MEXICO
NEW YORK	154,122	144,118	171,611	185,216	199,942	209,222	230,671	224,548	212,265	201,804	191,631	199,127	2,314,577	NEW YORK
NORTH CAROLINA	59,812	49,682	61,656	66,499	65,472	66,367	66,237	64,596	69,517	65,721	67,706	65,161	767,876	NORTH CAROLINA
NORTH DAKOTA	9,385	8,584	10,768	21,282	31,489	26,988	28,282	33,535	30,795	22,250	16,161	13,259	252,638	NORTH DAKOTA
OHIO	136,571	133,143	152,246	161,643	170,354	176,858	182,292	172,488	167,959	165,870	162,806	161,249	1,943,479	OHIO
OKLAHOMA	35,614	40,090	44,451	49,687	51,164	62,160	61,767	56,739	54,200	51,117	48,240	49,418	604,596	OKLAHOMA
OREGON	30,475	30,757	34,843	37,410	39,313	44,186	47,869	50,665	49,443	40,070	38,612	35,688	478,635	OREGON
PENNSYLVANIA	136,735	127,182	192,777	164,022	172,053	177,732	186,122	181,134	175,274	173,100	165,638	165,927	1,977,596	PENNSYLVANIA
RHODE ISLAND	11,196	9,238	11,577	11,600	12,508	13,189	14,667	14,062	13,326	12,384	11,821	12,845	148,413	RHODE ISLAND
SOUTH CAROLINA	28,937	25,543	30,956	32,609	31,566	31,966	33,683	33,193	32,457	32,882	32,487	32,682	378,921	SOUTH CAROLINA
SOUTH DAKOTA	13,796	14,463	16,727	23,421	25,837	26,641	26,517	22,302	19,598	17,347	19,998	17,347	257,379	SOUTH DAKOTA
TENNESSEE	38,928	33,312	45,114	50,290	54,571	48,500	55,675	51,759	48,341	56,527	51,344	49,709	583,670	TENNESSEE
TEXAS	156,975	145,591	186,491	193,668	193,688	203,812	211,056	198,299	190,271	190,642	189,755	196,345	2,256,593	TEXAS
UTAH	12,344	11,031	14,046	14,846	15,401	17,461	17,685	18,433	17,443	16,084	15,483	12,313	181,591	UTAH
VERMONT	5,917	5,288	6,011	6,693	7,545	8,349	10,101	10,156	8,716	8,236	7,244	6,847	91,103	VERMONT
VIRGINIA	46,586	42,061	52,004	56,139	57,121	60,563	63,697	58,795	60,112	58,148	56,371	56,715	668,612	VIRGINIA
WASHINGTON	40,336	40,315	47,604	50,612	50,582	56,571	59,990	62,058	61,753	50,774	50,275	48,341	619,211	WASHINGTON
WEST VIRGINIA	23,464	19,781	25,404	27,953	30,109	29,905	29,885	32,895	32,727	27,738	29,112	25,331	335,294	WEST VIRGINIA
WISCONSIN	55,163	56,542	63,933	73,839	77,916	83,847	88,517	85,122	80,812	77,017	69,686	63,650	876,216	WISCONSIN
WYOMING	7,098	8,129	8,129	8,443	10,260	11,791	14,638	14,510	11,964	10,672	8,809	9,671	122,980	WYOMING
DISTRICT OF COLUMBIA	13,119	11,740	13,897	14,538	14,387	14,604	15,018	14,263	14,059	14,612	14,189	15,116	169,542	DISTRICT OF COLUMBIA
TOTAL	2,387,999	2,265,298	2,669,981	2,917,151	3,030,554	3,155,323	3,299,751	3,215,085	3,084,649	2,974,421	2,869,095	2,837,692	34,706,959	TOTAL

1/ THIS TABLE IS ONE OF A SERIES (G-21 THROUGH G-24) GIVING AN ANALYSIS OF MOTOR-FUEL CONSUMPTION. TABLE G-21 GIVES THE SEGREGATION BETWEEN HIGHWAY AND NONHIGHWAY USE, TABLE G-22 GIVES HIGHWAY USE BY MONTHS, AND TABLE G-24 GIVES NONHIGHWAY USE BY PURPOSE OF USE. SEE NOTES TO TABLE G-21.

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

HIGHWAY USE OF MOTOR FUEL BY MONTHS IN 1948

 TABLE G-23, 1948
 ISSUED JULY 1949

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
ALABAMA	34,274	31,855	37,636	37,377	35,627	33,119	36,753	37,183	37,893	38,988	37,069	40,048	438,112	ALABAMA
ARIZONA	15,565	15,908	16,017	15,391	15,916	17,664	16,684	16,718	17,801	15,629	17,271	19,372	196,274	ARIZONA
ARKANSAS	22,015	23,486	23,486	24,435	23,773	23,036	26,079	23,949	28,666	28,241	26,375	28,360	299,218	ARKANSAS
CALIFORNIA	207,202	221,194	234,162	228,321	230,517	253,751	260,236	247,195	240,280	231,119	251,422	254,178	2,892,507	CALIFORNIA
COLORADO	20,176	19,567	23,429	26,472	24,321	27,918	32,560	33,560	26,970	25,291	24,385	24,960	309,611	COLORADO
CONNECTICUT	29,379	27,626	31,869	34,107	35,698	37,968	41,466	40,476	37,887	36,887	35,455	36,513	425,423	CONNECTICUT
DELAWARE	5,281	4,694	6,091	6,330	6,352	6,612	7,387	6,909	6,583	6,247	6,192	6,214	74,812	DELAWARE
FLORIDA	52,889	51,172	55,987	50,963	47,231	46,009	46,180	45,017	43,046	46,073	49,645	55,996	590,208	FLORIDA
GEORGIA	46,212	42,941	49,797	49,882	46,639	44,649	48,041	49,310	49,012	51,049	49,820	51,696	579,048	GEORGIA
IDAH0	9,268	9,028	11,938	12,708	13,249	13,855	14,657	15,827	16,518	13,986	12,464	10,525	154,023	IDAH0
ILLINOIS	114,637	106,229	143,107	161,903	166,093	164,465	161,622	154,013	154,993	157,150	141,121	137,177	1,761,420	ILLINOIS
INDIANA	63,969	63,937	73,265	76,752	82,928	78,219	80,126	85,023	81,964	78,379	73,485	74,384	912,431	INDIANA
IOWA	34,819	45,911	53,850	68,207	60,877	55,865	52,543	52,242	55,202	59,860	47,128	41,617	627,731	IOWA
KANSAS	39,040	33,005	37,682	36,985	37,722	43,929	39,388	39,046	40,884	37,862	37,683	35,684	475,310	KANSAS
KENTUCKY	34,143	30,100	36,691	40,029	40,190	40,913	40,712	42,177	40,212	40,320	39,357	40,081	465,125	KENTUCKY
LOUISIANA	30,063	26,393	35,081	34,683	33,492	33,712	34,333	34,149	37,365	37,467	35,457	37,572	409,767	LOUISIANA
MAINE	12,542	11,689	13,478	14,313	16,247	18,087	21,282	21,562	18,200	17,078	15,452	15,188	195,118	MAINE
MARYLAND	29,091	25,912	32,811	34,288	36,859	34,125	36,220	34,995	37,288	34,999	33,810	34,496	402,834	MARYLAND
MASSACHUSETTS	54,468	52,720	61,705	65,364	67,806	73,193	80,513	76,953	72,883	69,050	69,050	69,050	808,570	MASSACHUSETTS
MICHIGAN	106,678	99,110	109,134	124,377	122,815	130,526	135,566	136,457	125,198	122,178	122,616	11,046	1,460,942	MICHIGAN
MINNESOTA	45,037	43,463	52,098	52,591	55,593	56,449	59,186	60,515	59,522	61,696	54,425	48,072	648,497	MINNESOTA
MISSISSIPPI	24,397	20,000	27,730	29,511	30,534	26,700	30,767	30,975	30,416	29,571	28,088	29,670	337,559	MISSISSIPPI
MISSOURI	67,717	60,836	67,202	74,402	76,044	79,586	78,223	75,489	75,653	76,871	73,410	75,683	887,085	MISSOURI
MONTANA	8,988	8,113	11,127	13,674	15,898	13,561	15,922	15,796	13,186	12,722	12,406	11,046	152,369	MONTANA
NEBRASKA	24,345	22,875	25,028	31,337	29,069	30,153	35,559	34,456	30,466	27,846	26,028	24,389	341,551	NEBRASKA
NEVADA	3,803	3,925	4,265	4,597	5,245	6,344	6,579	6,954	6,954	6,296	4,926	4,582	62,705	NEVADA
NEW HAMPSHIRE	7,532	7,040	7,964	8,390	9,188	10,142	12,787	12,638	11,075	9,625	8,879	9,051	114,311	NEW HAMPSHIRE
NEW JERSEY	70,593	65,366	78,399	82,582	87,375	89,069	98,157	96,240	88,792	85,716	84,447	86,114	1,011,760	NEW JERSEY
NEW MEXICO	12,018	11,682	13,108	13,176	14,678	14,853	16,046	16,775	14,376	14,325	15,443	15,413	171,854	NEW MEXICO
NEW YORK	143,611	132,906	160,394	171,920	184,013	192,616	209,145	192,789	187,355	179,766	179,766	177,249	2,138,206	NEW YORK
NORTH CAROLINA	59,486	47,020	56,825	59,824	59,314	60,777	60,919	64,828	64,828	60,871	62,878	61,176	709,651	NORTH CAROLINA
NORTH DAKOTA	5,663	5,178	5,957	5,217	11,321	14,306	15,367	15,397	14,228	13,922	9,921	7,159	127,842	NORTH DAKOTA
OHIO	128,304	124,048	143,237	151,277	156,346	160,400	159,030	156,038	150,490	152,848	150,569	144,884	1,777,441	OHIO
OKLAHOMA	30,981	34,995	36,272	38,503	39,670	41,266	41,107	41,091	40,926	40,815	40,911	42,573	469,100	OKLAHOMA
OREGON	27,442	28,005	31,022	32,917	34,462	38,177	40,223	42,717	43,230	34,623	34,060	32,125	419,093	OREGON
PENNSYLVANIA	128,190	117,885	143,656	153,340	159,280	164,515	169,117	166,679	159,719	161,319	156,128	156,155	1,855,983	PENNSYLVANIA
RHODE ISLAND	10,911	8,884	11,239	11,277	12,142	12,774	14,237	13,663	12,883	11,990	11,457	12,568	144,025	RHODE ISLAND
SOUTH CAROLINA	26,652	24,355	28,483	29,601	28,709	29,388	31,107	30,618	30,445	30,445	30,009	30,754	350,275	SOUTH CAROLINA
SOUTH DAKOTA	11,701	12,255	12,818	10,623	15,295	13,645	13,319	15,232	15,086	15,086	15,120	15,232	165,983	SOUTH DAKOTA
TENNESSEE	35,826	31,207	42,010	47,020	50,207	43,376	51,801	48,378	44,403	53,572	47,892	45,697	541,349	TENNESSEE
TEXAS	134,356	117,885	153,374	150,145	142,004	152,387	185,850	171,286	157,855	160,886	165,774	176,486	1,868,288	TEXAS
UTAH	11,478	10,155	11,970	13,294	13,575	15,434	15,434	16,243	15,488	14,523	14,491	11,539	163,926	UTAH
VERMONT	5,568	5,007	5,681	6,275	7,041	7,726	9,533	9,487	8,234	7,773	7,157	6,563	85,761	VERMONT
VIRGINIA	43,335	38,751	48,278	51,739	52,889	55,111	59,800	53,959	56,242	53,493	53,157	53,325	620,279	VIRGINIA
WASHINGTON	37,303	36,461	43,759	47,304	47,118	51,824	54,978	56,308	54,642	45,393	43,973	43,034	562,099	WASHINGTON
WEST VIRGINIA	29,711	18,971	21,568	26,982	29,660	28,771	31,924	31,692	26,814	26,814	29,075	24,046	323,957	WEST VIRGINIA
WISCONSIN	48,118	50,246	56,540	64,340	64,992	68,246	70,738	66,857	65,572	66,388	62,559	57,359	744,523	WISCONSIN
WYOMING	5,422	5,192	6,540	7,179	8,266	9,514	11,802	11,720	9,584	8,556	7,112	7,819	98,906	WYOMING
DISTRICT OF COLUMBIA	12,911	11,544	13,709	14,384	14,125	14,389	14,701	14,041	13,884	14,341	13,945	14,935	166,869	DISTRICT OF COLUMBIA
TOTAL	2,152,776	2,040,264	2,406,809	2,550,278	2,598,106	2,679,576	2,821,926	2,781,375	2,676,304	2,624,474	2,565,218	2,563,535	30,460,641	TOTAL

1/ THIS TABLE IS ONE OF A SERIES (G-21 THROUGH G-24) GIVING AN ANALYSIS OF MOTOR-FUEL CONSUMPTION. TABLE G-21 GIVES THE SEGREGATION BETWEEN HIGHWAY AND NONHIGHWAY USE, TABLE G-22 GIVES TOTAL USE BY MONTHS, AND TABLE G-24 GIVES NONHIGHWAY USE BY PURPOSE OF USE. SEE NOTES TO TABLE G-21.

NONHIGHWAY USE OF MOTOR FUEL IN 1948 ^{1/}

ANALYSIS OF PRIVATE AND COMMERCIAL USE FOR OTHER THAN HIGHWAY PURPOSES

TABLE G-24, 1948
ISSUED JULY 1949

STATE	TOTAL NON- HIGHWAY USE 2/	UNCLAS- SIFIED	OTHER USES							STATE			
			TOTAL	AGRICUL- TURAL USE	TOTAL	AVIATION	INDUSTRIAL AND COMMERCIAL 3/	CONSTRUC- TION 3/	DOMESTIC		MARINE	MISCEL- LANEOUS	
ALABAMA	33,403	-	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	ALABAMA
ARIZONA	19,628	33,403	9,346	6,872	2,645	686	37	-	42	-	-	-	ARIZONA
ARKANSAS	22,422	22,422	-	(4/)	-	-	-	-	-	-	-	-	ARKANSAS
CALIFORNIA	275,828	-	99,127	67,252	62,430	14,544	-	7,009	25,466	-	-	-	CALIFORNIA
COLORADO	70,316	-	52,895	12,135	3,236	1,685	211	-	194	-	-	-	COLORADO
CONNECTICUT	17,655	-	746	16,972	13,713	2,075	7	-	-	-	-	-	CONNECTICUT
DELAWARE	6,789	-	4,064	1,367	1,112	-	-	-	-	-	-	-	DELAWARE
FLORIDA	85,060	85,060	-	(4/)	-	-	-	-	-	-	-	-	FLORIDA
GEORGIA	48,046	48,046	16,966	2,391	3,641	-	-	-	-	-	-	-	GEORGIA
IDAHO	23,097	-	167,700	41,927	27,510	5,388	620	99	3,299	-	-	-	IDAHO
ILLINOIS	246,708	-	92,194	6,293	23,598	3,172	121	264	352	-	-	-	ILLINOIS
INDIANA	125,885	-	33,691	6,293	23,598	3,172	121	155	352	-	-	-	INDIANA
IOWA	217,264	-	26,751	2,282	18,341	3,455	-	-	2,673	-	-	-	IOWA
KANSAS	214,195	-	8,970	6,911	-	-	-	-	-	-	-	-	KANSAS
KENTUCKY	16,346	-	-	-	-	-	-	-	-	-	-	-	KENTUCKY
LOUISIANA	19,049	19,049	-	-	-	-	-	-	-	-	-	-	LOUISIANA
MAINE	12,603	-	7,088	1,037	2,856	-	-	3,195	-	-	-	-	MAINE
MARYLAND	30,541	-	11,889	2,629	5,807	-	19	3,182	-	-	-	-	MARYLAND
MASSACHUSETTS	40,547	-	38,849	9,738	27,647	-	-	1,464	-	-	-	-	MASSACHUSETTS
MICHIGAN	233,626	-	159,834	9,949	133,361	5,394	-	971	159	-	-	-	MICHIGAN
MINNESOTA	167,198	-	20,650	9,479	10,764	-	6	-	407	-	-	-	MINNESOTA
MISSISSIPPI	15,767	-	5,001	2,612	1,922	318	-	143	-	-	-	-	MISSISSIPPI
MISSOURI	86,779	-	51,424	21,740	5,435	2,468	-	-	5,712	-	-	-	MISSOURI
MONTANA	51,621	-	43,863	3,529	8,059	-	114	-	56	-	-	-	MONTANA
NEBRASKA	50,146	50,146	-	(4/)	-	-	-	-	-	-	-	-	NEBRASKA
NEVADA	6,167	-	4,451	2,419	839	-	-	-	1,193	-	-	-	NEVADA
NEW HAMPSHIRE	2,600	-	2,170	325	1,195	384	-	239	27	-	-	-	NEW HAMPSHIRE
NEW JERSEY	56,015	-	49,084	16,413	29,794	-	92	1,059	1,726	-	-	-	NEW JERSEY
NEW MEXICO	22,203	-	7,887	4,644	2,594	513	114	22	-	-	-	-	NEW MEXICO
NEW YORK	135,894	-	94,963	9,582	68,963	10,453	-	4,096	1,869	-	-	-	NEW YORK
NORTH CAROLINA	46,272	-	28,368	17,027	5,551	2,019	30	2,524	1,247	-	-	-	NORTH CAROLINA
NORTH DAKOTA	119,223	-	2,974	1,427	1,547	-	-	-	-	-	-	-	NORTH DAKOTA
OHIO	128,639	128,639	-	-	-	-	-	-	-	-	-	-	OHIO
OKLAHOMA	127,280	-	112,571	10,983	3,695	-	-	-	31	-	-	-	OKLAHOMA
OREGON	52,773	-	25,363	5,502	20,458	-	-	1,450	-	-	-	-	OREGON
PENNSYLVANIA	119,510	119,510	-	(4/)	-	-	-	-	-	-	-	-	PENNSYLVANIA
RHODE ISLAND	1,876	-	88	200	1,224	-	-	364	-	-	-	-	RHODE ISLAND
SOUTH CAROLINA	22,550	-	-	-	-	-	-	-	-	-	-	-	SOUTH CAROLINA
SOUTH DAKOTA	88,035	-	84,815	1,610	1,323	-	-	-	87	-	-	-	SOUTH DAKOTA
TENNESSEE	32,819	-	32,819	6,994	14,284	-	-	-	-	-	-	-	TENNESSEE
TEXAS	363,343	-	363,343	37,573	22,228	12,839	-	-	14,502	-	-	-	TEXAS
UTAH	14,079	-	276,201	(4/)	-	-	-	-	-	-	-	-	UTAH
VERMONT	4,251	-	-	-	-	-	-	-	-	-	-	-	VERMONT
VIRGINIA	38,755	-	15,705	6,884	8,059	3,885	-	3,426	856	-	-	-	VIRGINIA
WASHINGTON	49,309	-	15,201	15,680	9,891	2,741	-	3,401	2,395	-	-	-	WASHINGTON
WEST VIRGINIA	6,212	-	6,212	1,428	2,038	-	-	31	-	-	-	-	WEST VIRGINIA
WISCONSIN	114,488	-	79,850	4,094	20,557	-	-	-	10,187	-	-	-	WISCONSIN
WYOMING	22,322	-	-	-	-	-	-	-	-	-	-	-	WYOMING
DISTRICT OF COLUMBIA	1,705	-	-	-	-	-	-	-	-	-	-	-	DISTRICT OF COLUMBIA
PARTIAL TOTALS 5/	-	-	1,827,193	351,674	556,762	77,766	1,371	33,771	72,945	-	-	-	PARTIAL TOTALS 5/
PERCENTAGE	-	-	62.54	-	-	-	-	-	PERCENTAGE	-	-	-	PERCENTAGE
FULL TOTALS	3,706,899	785,377	-	-	-	-	-	-	FULL TOTALS	-	-	-	FULL TOTALS

1/ TOTAL NONHIGHWAY USE, AND (4) SOME STATES FAILED TO REPORT A CLASSIFICATION OF EXEMPTIONS OR REFUNDS ACCORDING TO USE. ASTERISKS (*) INDICATE STATES FOR WHICH IT WAS NECESSARY TO ESTIMATE A PORTION, OR ALL, OF THE NON-HIGHWAY USE.

2/ "CONSTRUCTION" IS INCLUDED WITH "INDUSTRIAL AND COMMERCIAL" IN THE CLASSIFICATION OF SOME STATES. IN ADDITION TO THE STATES IN WHICH NONHIGHWAY USES WERE FULLY CLASSIFIED, THE FOLLOWING STATES REPORTED AMOUNTS OF AVIATION USE SEPARATELY, BECAUSE OF SPECIAL PROVISIONS GOVERNING EXEMPTIONS OR PAYMENT OF TAX: ARKANSAS 3,577,000 GALLONS; FLORIDA 40,109,000; NEBRASKA 3,901,000; PENNSYLVANIA 9,650,000; UTAH 3,728,000; AND WYOMING 1,657,000.

5/ TOTALS FOR 35 STATES FOR WHICH CLASSIFICATION OF NONHIGHWAY USE WAS REPORTED.

^{1/} THIS TABLE IS ONE OF A SERIES (G-21 THROUGH G-24) GIVING AN ANALYSIS OF MOTOR-FUEL CONSUMPTION. TABLE G-21 GIVES THE SEGREGATION BETWEEN HIGHWAY AND NONHIGHWAY USE. TABLE G-22 GIVES TOTAL USE BY MONTHS. TABLE G-23 GIVES HIGHWAY USE BY MONTHS. SEE NOTES TO TABLE G-21.

^{2/} DATA ON PRIVATE AND COMMERCIAL NONHIGHWAY USE OF MOTOR-VEHICLE FUEL WERE OBTAINED BY ANALYSIS OF REPORTED EXEMPTIONS AND REFUNDS. A COMPLETE AND UNIFORM CLASSIFICATION OF NONHIGHWAY USE IS IMPOSSIBLE BECAUSE (1) THERE ARE CONSIDERABLE DIFFERENCES AMONG THE STATES IN THE DEFINITIONS OF FLUIDS COMING WITHIN THE PURVIEW OF THE TAX, (2) SEVERAL STATES DO NOT ALLOW EXEMPTIONS OR REFUNDS FOR NONHIGHWAY USE OF MOTOR FUEL, (3) SOME STATES ALLOW EXEMPTIONS OR REFUNDS FOR CERTAIN NONHIGHWAY USES BUT FAILED TO REPORT THE

TOTAL NONHIGHWAY USE, AND (4) SOME STATES FAILED TO REPORT A CLASSIFICATION OF EXEMPTIONS OR REFUNDS ACCORDING TO USE. ASTERISKS (*) INDICATE STATES FOR WHICH IT WAS NECESSARY TO ESTIMATE A PORTION, OR ALL, OF THE NON-HIGHWAY USE.

^{3/} "CONSTRUCTION" IS INCLUDED WITH "INDUSTRIAL AND COMMERCIAL" IN THE CLASSIFICATION OF SOME STATES. ^{4/} IN ADDITION TO THE STATES IN WHICH NONHIGHWAY USES WERE FULLY CLASSIFIED, THE FOLLOWING STATES REPORTED AMOUNTS OF AVIATION USE SEPARATELY, BECAUSE OF SPECIAL PROVISIONS GOVERNING EXEMPTIONS OR PAYMENT OF TAX: ARKANSAS 3,577,000 GALLONS; FLORIDA 40,109,000; NEBRASKA 3,901,000; PENNSYLVANIA 9,650,000; UTAH 3,728,000; AND WYOMING 1,657,000.

^{5/} TOTALS FOR 35 STATES FOR WHICH CLASSIFICATION OF NONHIGHWAY USE WAS REPORTED.

BASIC PROVISIONS OF STATE MOTOR-FUEL TAX LAWS

TABLE B-101
STATUS AS OF JANUARY 1, 1949
SHEET 1 OF 2

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

STATE	PRESENT TAX RATE IN CENTS PER GALLON	PREVIOUS TAX RATE IN CENTS PER GALLON	DATE OF CHANGE IN TAX RATE	MOTOR-VEHICLE FUELS TAXED AND RATE OF TAX IN CENTS PER GALLON					OTHER LIQUID FUELS TAXED	TAX PAID IN FIRST INSTANCE BY -	TAX ON GASOLINE COMPUTED ON BASIS OF -	TAX ON OTHER FUELS COMPUTED ON BASIS OF -	STATE
				ALL MOTOR- VEHICLE FUELS	GASOLINE AND RELATED FUELS	DIESEL OIL	BUTANE	SPECIAL TRACTOR FUELS	KIND	TAX IN CENTS PER GALLON			
ALABAMA	6	5	1932	-	6	1/6	1/6	1/6	-	-	QUANTITIES SOLD AND USED	QUANTITIES SOLD FOR USE IN MOTOR VEHICLES	ALABAMA
ARIZONA	5	5	1931	5	-	-	-	-	-	-	QUANTITIES USED ON HIGHWAYS	QUANTITIES USED ON HIGHWAYS	ARIZONA
ARKANSAS	2 1/2	6-1/2	1938	6-1/2	-	(3/4)	(3/4)	-	(1/4)	-	INSHIPMENTS OF USED	QUANTITIES USED ON HIGHWAYS	ARKANSAS
CALIFORNIA	4-1/2	3	1947	4-1/2	-	-	-	-	-	-	QUANTITIES DISTRIBUTED	QUANTITIES USED ON HIGHWAYS	CALIFORNIA
COLORADO	6	4	1947	-	6	6	(5/4)	6/6	-	-	REFINERY AND PIPE LINE TERMINAL INDUCE GALLONAGE	QUANTITIES USED ON HIGHWAYS	COLORADO
CONNECTICUT	4	3	1947	-	4	4	-	-	-	-	QUANTITIES SOLD AND USED	QUANTITIES USED ON HIGHWAYS	CONNECTICUT
DELAWARE	5	4	1949	5	5	5	-	-	-	-	QUANTITIES SOLD AND USED	QUANTITIES SOLD FOR USE ON HIGHWAYS	DELAWARE
FLORIDA	7	6	1931	7	-	-	-	-	-	-	QUANTITIES SOLD AND USED	QUANTITIES USED ON HIGHWAYS	FLORIDA
GEORGIA	7	6	1949	7	-	-	-	-	KEROSENE	1	QUANTITIES DISTRIBUTED AND USED	QUANTITIES SOLD FOR USE IN MOTOR VEHICLES	GEORGIA
IDAH	6	5-1/2	1945	6	-	-	-	-	-	-	QUANTITIES SOLD	QUANTITIES USED ON HIGHWAYS	IDAH
ILLINOIS	3	2	1939	3	-	-	-	-	-	-	QUANTITIES SOLD AND USED	QUANTITIES SOLD FOR USE IN MOTOR VEHICLES	ILLINOIS
INDIANA	4	3	1929	4	-	-	-	-	-	-	QUANTITIES RECEIVED	QUANTITIES USED ON HIGHWAYS	INDIANA
IOWA	4	3	1945	4	-	-	-	-	-	-	INDUCED GALLONAGE	QUANTITIES SOLD FOR USE ON HIGHWAYS	IOWA
KANSAS	5	4	1949	5	-	-	-	-	-	-	QUANTITIES RECEIVED	QUANTITIES USED ON HIGHWAYS	KANSAS
KENTUCKY	7	5	1948	7	-	-	-	-	-	-	QUANTITIES RECEIVED AND WITHDRAWN FROM STORAGE TERMINALS	QUANTITIES USED ON HIGHWAYS	KENTUCKY
LOUISIANA	9	7	1948	9	-	-	-	(8/4)	KEROSENE	1	QUANTITIES SOLD, USED, AND CONSUMED	QUANTITIES USED ON HIGHWAYS	LOUISIANA
MAINE	6	4	1947	-	6	6	-	-	-	-	QUANTITIES SOLD AND USED	QUANTITIES USED ON HIGHWAYS	MAINE
MARYLAND	5	4	1947	5	-	-	-	-	-	-	QUANTITIES SOLD AND USED	QUANTITIES SOLD FOR USE IN MOTOR VEHICLES	MARYLAND
MASSACHUSETTS	3	2	1931	3	-	(3/4)	3	3	-	-	QUANTITIES SOLD AND USED	QUANTITIES USED ON HIGHWAYS	MASSACHUSETTS
MICHIGAN	3	2	1927	-	3	-	-	-	-	-	QUANTITIES RECEIVED	QUANTITIES USED ON HIGHWAYS	MICHIGAN
MINNESOTA	5	4	1949	10/5	-	-	-	-	-	-	INSHIPMENTS	QUANTITIES USED ON HIGHWAYS	MINNESOTA
MISSISSIPPI	6	5-1/2	1932	6	(11/4)	-	(11/4)	-	-	(11/4)	QUANTITIES INDUCED	QUANTITIES USED ON HIGHWAYS	MISSISSIPPI
MISSOURI	2	2	1925	2	-	-	-	-	-	-	QUANTITIES RECEIVED	QUANTITIES USED ON HIGHWAYS	MISSOURI
MONTANA	6	5	1949	6	-	-	-	-	-	-	INSHIPMENTS PLUS REFINERY DISTRIBUTION	QUANTITIES USED ON HIGHWAYS	MONTANA
NEBRASKA	6	5	1949	-	6	-	-	-	-	-	QUANTITIES IMPORTED	QUANTITIES IMPORTED	NEBRASKA
NEVADA	4-1/2	4	1949	4-1/2	5	5	5	6/6	-	-	QUANTITIES DISTRIBUTED	QUANTITIES USED ON HIGHWAYS	NEVADA
NEW HAMPSHIRE	4	3	1938	4	-	-	-	-	-	-	RECEIPTS OF SALES, DISTRIBUTOR'S OPTION	QUANTITIES USED ON HIGHWAYS	NEW HAMPSHIRE
NEW JERSEY	3	2	1930	3	-	-	-	-	-	-	QUANTITIES SOLD AND USED	QUANTITIES USED ON HIGHWAYS	NEW JERSEY
NEW MEXICO	7	5	1949	7	-	-	-	-	-	-	IMPORTS PLUS PRODUCTION	QUANTITIES USED ON HIGHWAYS	NEW MEXICO
NEW YORK	3	3	1937	3	-	-	-	-	-	-	QUANTITIES SOLD AND USED	QUANTITIES USED ON HIGHWAYS	NEW YORK
NORTH CAROLINA	7	6	1950	7	-	-	-	-	-	-	RECEIPTS OF SALES, DISTRIBUTOR'S OPTION	QUANTITIES USED ON HIGHWAYS OPTIONAL, QUANTITIES USED ON HIGHWAYS OR RECEIVED BY DISTRIBUTORS 13/	NORTH CAROLINA
NORTH DAKOTA	4	3	1939	-	4	4	4	-	-	-	QUANTITIES SOLD AND USED	QUANTITIES USED ON HIGHWAYS	NORTH DAKOTA
OHIO	4	3	1929	4	-	-	-	-	-	-	RECEIPTS	QUANTITIES SOLD FOR USE ON HIGHWAYS	OHIO
OKLAHOMA	6-1/2	5-1/2	1949	6-1/2	-	-	-	-	-	-	QUANTITIES SOLD AND USED	QUANTITIES USED ON HIGHWAYS	OKLAHOMA
OREGON	6	5	1949	6	-	-	-	-	-	-	QUANTITIES SOLD AND USED	QUANTITIES USED ON HIGHWAYS 14/	OREGON
PENNSYLVANIA	5	4	1949	15/5	-	-	-	-	-	-	QUANTITIES USED, OR SOLD AND DELIVERED	QUANTITIES USED ON HIGHWAYS	PENNSYLVANIA

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE TAXATION OF USE-FUEL

TABLE G-102
STATUS AS OF JANUARY 1, 1950
SHEET 1 OF 2

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

STATE	USE-FUEL TAXED		DESCRIPTION OF FUELS TAXED	METHOD OF PAYMENT OF USE-FUEL TAX	SPECIAL TAXES IMPOSED ON VEHICLES CONSUMING USE-FUEL IN LIEU OF OR IN ADDITION TO FUEL TAX	STATE
	RATE OF TAX	IN ORIGINAL FUEL TAX LAW OR AMEND- MENT THERE TO				
ALABAMA	6	YES	GASOLINE AND ANY LIQUID FUELS USED IN MOTOR VEHICLES AND LIQUEFIED GASES WHEN USED IN MOTOR VEHICLES	TAX IS PAYABLE AT TIME OF PURCHASE FOR USE IN MOTOR VEHICLES	HIGHER REGISTRATION FEES ARE LEVIED ON USE-FUEL CONSUMING VEHICLES	ALABAMA
ARIZONA	5	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	USERS OF FUELS NOT TAXED IN ORIGINAL MOTOR-FUEL TAX LAW OBTAIN A LICENSE, POST BOND, REPORT AND PAY TAX ON USE	-	ARIZONA
ARKANSAS	6.5	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	USERS OF FUELS OTHER THAN GASOLINE ARE LICENSED, BONDED, AND REPORT AND PAY THE TAX ON USE	-	ARKANSAS
CALIFORNIA	4.5	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	USERS OF FUELS OTHER THAN GASOLINE ARE ISSUED PERMITS, MAY BE BONDED, AND REPORT AND PAY THE TAX ON USE IN MOTOR VEHICLES ON THE HIGHWAYS	-	CALIFORNIA
COLORADO	6	YES	ALL FUELS USED FOR THE GENERATION OF POWER IN INTERNAL COMBUSTION ENGINES	OPERATIONS OF VEHICLES USING FUELS OTHER THAN THOSE TAXED UNDER GENERAL MOTOR- FUEL LAW ARE LICENSED AND BONDED AND REPORT AND PAY THE TAX ON USE	-	COLORADO
CONNECTICUT	4	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	USERS OF "SPECIAL FUELS" OBTAIN A LICENSE, REPORT AND PAY TAX ON USE. RETAIL DEALERS OBTAIN LICENSES, REPORT AND PAY TAX FOR UNLICENSED USES	-	CONNECTICUT
DELAWARE	5	YES	ANY SUBSTANCE CAPABLE OF USE IN INTERNAL COMBUSTION ENGINES	FUELS OTHER THAN THOSE COMMONLY KNOWN AS GASOLINE ARE TAXED AT TIME OF PURCHASE	REGISTRATION FEE IS DOUBLED	DELAWARE
FLORIDA	7	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	USERS OF FUELS OTHER THAN GASOLINE ARE LICENSED, BONDED, REPORT AND PAY THE TAX ON USE	-	FLORIDA
GEORGIA	7	YES	GASOLINE, BENZOL, NAPHTHA, AND OTHER PETROLEUM PRODUCTS WITH FLASH POINT LESS THAN 100 DEGREES FARENHEIT, WHEN USED FOR THE PROPULSION OF MOTOR VEHICLES	USERS OF OTHER FUELS PAY TAX AT TIME OF PURCHASE FOR USE IN MOTOR VEHICLES	-	GEORGIA
ILLINOIS	3	YES	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	USERS OF FUELS OTHER THAN GASOLINE ARE LICENSED AND REPORT AND PAY TAX ON USE	-	ILLINOIS
INDIANA	4	-	ALL VOLATILE AND INFLAMMABLE LIQUIDS WHICH ARE SUITABLE OR PRACTICABLE FOR OPERATING MOTOR VEHICLES	USE-FUEL TAX IS PAID BY USER AT TIME OF PURCHASE FOR MOTOR-VEHICLE CONSUMPTION	-	INDIANA
IOWA	4	YES	ANY PETROLEUM PRODUCT OR OTHER SUBSTANCE CAPABLE OF BEING USED IN INTERNAL COMBUSTION ENGINES	LICENSED USERS REPORT AND PAY TAX	-	IOWA
KANSAS	5	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	USERS OF "FUEL OILS" PAY TAX AT TIME OF PURCHASE FOR HIGHWAY USE	-	KANSAS
KENTUCKY	7	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	CUSTOMERS OF "LIQUID FUEL" ARE LICENSED AND BONDED, REPORT AND PAY TAX ON USE	-	KENTUCKY
LOUISIANA	9	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	USERS OF "FUEL" OBTAIN A LICENSE, FURNISH BOND, AND REPORT AND PAY TAX ON QUANTITIES USED	-	LOUISIANA
MAINE	6	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	THE CUSTOMER OF USE-FUEL MUST OBTAIN A PERMIT, REPORT AND PAY THE TAX ON QUANTITIES USED	-	MAINE
MARYLAND	5	YES	ALL FUELS USED FOR THE GENERATION OF POWER FOR THE PROPULSION OF MOTOR VEHICLES	USERS ARE LICENSED AND BONDED, AND REPORT AND PAY TAX ON "FUELS" USED ON THE HIGHWAYS	-	MARYLAND
MASSACHUSETTS	3	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	TAX ON "OTHER FUELS" IS PAYABLE AT TIME OF PURCHASE FOR USE IN MOTOR VEHICLES	-	MASSACHUSETTS
MICHIGAN	5	-	ANY MOTOR FUEL CAPABLE OF GENERATING POWER FOR THE PROPULSION OF DIESEL MOTORS	USERS OF "OTHER FUELS" PAY TAX AT TIME OF PURCHASE FOR USE IN MOTOR VEHICLES	-	MICHIGAN
MINNESOTA	5	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	USERS ARE LICENSED AND BONDED, AND REPORT AND PAY TAX ON "FUELS" USED ON THE HIGHWAYS	-	MINNESOTA
MISSISSIPPI	7	YES	LIQUID FUELS AND LIQUEFIED GASES USABLE IN INTERNAL COMBUSTION ENGINES	USE-FUEL CONSUMERS REGISTER, REPORT AND PAY THE TAX ON QUANTITIES USED IN MOTOR VEHICLES	-	MISSISSIPPI
MISSOURI	2	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	OWNERS OF VEHICLES USING FUEL OTHER THAN GASOLINE ARE REGISTERED AND PAY DEPOSIT AT TIME OF REGISTERING AS AN ADVANCE OF THE TAX ON FUEL TO BE USED. AS DEPOSIT IS REQUIRED A NEW ONE IS REQUIRED. \$100 DEPOSIT FOR VEHICLES OVER 9,000 POUNDS. \$50 FOR VEHICLES UNDER 9,000 POUNDS	-	MISSOURI
MONTANA	6	YES	GASOLINE AND ANY OTHER VOLATILE SUBSTANCE USED FOR PRODUCING MOTOR POWER FOR INTERNAL COMBUSTION ENGINES ON THE HIGHWAYS	QUANTITIES CONSUMED IN MOTOR VEHICLES, AND PAY TAX ON TAX IS PAID AT TIME OF PURCHASE OF FUELS OTHER THAN GASOLINE WHEN ACQUIRED FOR USE IN MOTOR VEHICLES	-	MONTANA
NEBRASKA	-	-	ONLY GASOLINE AND CLOSELY RELATED FUELS ARE TAXED	USERS OBTAIN A PERMIT, REPORT AND PAY TAX ON QUANTITIES CONSUMED	IN ADDITION TO THE REGISTRATION FEE AN "EQUALIZATION FEE" IS IMPOSED	NEBRASKA
NEVADA	5	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	THE USERS OF FUELS OTHER THAN GASOLINE ARE LICENSED, REPORT AND PAY TAX ON QUANTITIES USED ON THE HIGHWAYS	-	NEVADA
NEW HAMPSHIRE	4	YES	PRODUCTS COMMONLY KNOWN AS GASOLINE AND ALL OTHER FUELS USABLE IN INTERNAL COMBUSTION ENGINES TO PROPEL MOTOR VEHICLES	FUELS OTHER THAN GASOLINE ARE TAXED AT TIME OF SALE FOR USE IN MOTOR VEHICLES ON THE HIGHWAYS	-	NEW HAMPSHIRE
NEW JERSEY	3	YES	PRODUCTS COMMONLY KNOWN AS GASOLINE AND ALL OTHER FUELS USABLE IN INTERNAL COMBUSTION ENGINES TO PROPEL MOTOR VEHICLES	USERS ARE LICENSED AND BONDED, REPORT AND PAY TAX ON QUANTITIES USED IN MOTOR VEHICLES ON THE HIGHWAYS	-	NEW JERSEY
NEW MEXICO	7	YES	PRODUCTS COMMONLY KNOWN AS GASOLINE AND ANY LIQUID USED AS A FUEL IN INTERNAL COMBUSTION ENGINES	USERS OF DIESEL TYPE FUELS MAY OBTAIN A PERMIT, REPORT AND PAY TAX ON QUANTITIES CONSUMED ON THE HIGHWAYS, OR PERMIT MAY BE OBTAINED FOR QUALITY FUELS	-	NEW MEXICO
NEW YORK	4	YES	GASOLINE AND LIQUID FUELS COMMONLY USED FOR THE GENERATION OF POWER IN MOTOR VEHICLES, AND FUELS USED IN DIESEL TYPE ENGINES WHEN USED TO PROPEL VEHICLES UPON THE HIGHWAYS	OWNERS OF VEHICLES USING FUELS OTHER THAN GASOLINE ARE LICENSED, REPORT AND PAY TAX ON QUANTITIES USED ON THE HIGHWAYS	-	NEW YORK
NORTH CAROLINA	7	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	USERS OF DIESEL TYPE FUELS MAY OBTAIN A PERMIT, REPORT AND PAY TAX ON QUANTITIES CONSUMED ON THE HIGHWAYS, OR PERMIT MAY BE OBTAINED FOR QUALITY FUELS	-	NORTH CAROLINA
NORTH DAKOTA	4	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX	CONSUMERS OF USE-FUEL ARE LICENSED AND BONDED, AND REPORT AND PAY TAX ON QUANTITIES USED ON THE HIGHWAYS	-	NORTH DAKOTA

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS				TABLE G-102 STATUS AS OF JANUARY 1, 1950 SHEET 2 OF 2		
STATE TAXATION OF USE-FUEL 1/						
COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES						
STATE	USE-FUEL TAXED		DESCRIPTION OF FUELS TAXED	METHOD OF PAYMENT OF USE-FUEL TAX	SPECIAL TAXES IMPOSED ON VEHICLES CONSUMING USE-FUEL IN LIEU OF OR IN ADDITION TO FUEL TAX	STATE
	RATE OF TAX	IN ORIGINAL MOTOR-FUEL LAW OR AMEND- MENT THEREIN				
OHIO	4	YES	ANY VOLATILE OR INFLAMMABLE LIQUID USED FOR THE PROPULSION OF MOTOR VEHICLES ON THE PUBLIC HIGHWAYS.	USERS OF DIESEL TYPE FUELS ARE CLASSIFIED AS "DEALERS" AND REPORT AND PAY TAX ON QUANTITIES PURCHASED	-	OHIO
OKLAHOMA	6.5	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX.	CONSUMERS OF "FUEL" ARE LICENSED, AND REPORT AND PAY TAX ON QUANTITIES USED ON THE HIGHWAYS.	-	OKLAHOMA
OREGON	6	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX.	CONSUMERS OF USE-FUEL ARE LICENSED, REPORT AND PAY TAX ON QUANTITIES USED ON THE HIGHWAYS.	USE-FUEL CONSUMING VEHICLES PAYING MILEAGE TAX TO THE PUBLIC UTILITIES COMMISSIONER ARE EXEMPTED FROM PAYMENT OF THE GASOLINE TAX. THOSE NOT PAYING MILEAGE TAX PAY HIGHER REGISTRATION FEES AND USE-FUEL TAX.	OREGON
PENNSYLVANIA	5	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX.	USE-FUEL USERS MUST OBTAIN LICENSES, FILE MONTHLY REPORTS, AND PAY TAXES DIRECTLY TO THE DEPARTMENT OF REVENUE.	-	PENNSYLVANIA
RHODE ISLAND	4	YES	ALL FUELS USED OR SUITABLE FOR USE IN AN INTERNAL COMBUSTION ENGINE	CONSUMERS OF USE-FUEL USUALLY PAY TAX AT TIME OF PURCHASE FOR USE IN	-	RHODE ISLAND
SOUTH CAROLINA	6	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX.	CONSUMERS OF USE-FUEL ARE LICENSED, REPORT AND PAY TAX ON QUANTITIES USED ON HIGHWAYS.	-	SOUTH CAROLINA
SOUTH DAKOTA	4	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX.	USERS OF FUELS OTHER THAN GASOLINE ARE LICENSED AND BONDED, REPORT AND PAY THE TAX ON QUANTITIES USED ON THE HIGHWAYS.	-	SOUTH DAKOTA
TENNESSEE	7	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX.	USERS OF FUELS OTHER THAN GASOLINE ARE LICENSED AND BONDED, REPORT AND PAY THE TAX ON QUANTITIES USED IN MOTOR VEHICLES ON THE HIGHWAYS.	-	TENNESSEE
TEXAS	4-6	YES	LIQUEFIED GASES AND LIQUID FUELS WHEN USED TO PROPEL VEHICLES ON THE HIGHWAYS	USERS OF FUELS HAVING FLASH-POINT ABOVE 112 DEGREES F., ARE LICENSED AND BONDED AND PAY TAX ON QUANTITIES USED ON THE HIGHWAYS (AT 4 CENTS PER GALLON ON LIQUEFIED GASES AND 6 CENTS PER GALLON ON LIQUID FUELS).	REGISTRATION FEES ARE INCREASED 10 PERCENT	TEXAS
UTAH	4	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, ONLY GASOLINE AND CLOSELY RELATED FUELS ARE TAXED	CONSUMERS OF USE-FUEL ARE LICENSED AND BONDED, AND REPORT AND PAY TAX ON QUANTITIES CONSUMED ON THE HIGHWAYS.	-	UTAH
VERMONT	-	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX.	CONSUMERS OF USE-FUEL ARE LICENSED, REPORT AND PAY THE TAX ON QUANTITIES USED ON THE HIGHWAYS.	REGISTRATION FEE IS DOUBLED	VERMONT
VIRGINIA	6	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX.	CONSUMERS OF USE-FUEL ARE LICENSED, REPORT AND PAY THE TAX ON QUANTITIES USED ON THE HIGHWAYS.	-	VIRGINIA
WASHINGTON	6.5	-	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX.	CONSUMERS OF USE-FUEL ARE LICENSED, REPORT AND PAY TAX TO STATE ON QUANTITIES USED ON THE HIGHWAYS.	REGISTRATION FEES ARE INCREASED 25 PERCENT	WASHINGTON
WEST VIRGINIA	5	YES	ANY SUBSTANCE OR COMBINATION OF SUBSTANCES WHICH IS USED AS A MOTOR FUEL FOR ANY VEHICLE COMMONLY KNOWN AS GASOLINE AND ALL COMBUSTIBLE GASES AND LIQUIDS USED IN THE PROPULSION OF MOTOR VEHICLES.	TAX ON FUELS OTHER THAN GASOLINE IS PAYABLE AT TIME OF PURCHASE FOR USE IN MOTOR VEHICLES.	-	WEST VIRGINIA
WISCONSIN	4	YES	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX.	OWNERS OF VEHICLES USING FUELS OTHER THAN GASOLINE ARE REGISTERED, PAY THE TAX AT TIME OF PURCHASE, AND REPORT QUANTITIES USED AND FROM WHOM PURCHASED	-	WISCONSIN
WYOMING	4	YES	ALL COMBUSTIBLE GASES AND LIQUIDS USED TO PROPEL VEHICLES ON THE PUBLIC HIGHWAYS, EXCEPT FUELS SUBJECT TO THE GASOLINE TAX.	OWNERS OF VEHICLES USING FUELS OTHER THAN GASOLINE REPORT AND PAY TAX TO THE STATE ON QUANTITIES USED	-	WYOMING
DISTRICT OF COLUMBIA	4	YES	ALL FUELS USED IN MOTOR VEHICLES ARE SUBJECT TO TAX EXCEPT KEROSENE	OWNERS OF VEHICLES USING DIESEL-TYPE FUEL PAY TAX AT TIME OF PURCHASE	REGISTRATION FEE IS DOUBLED	DISTRICT OF COLUMBIA
1/ "USE-FUEL" IS THE TERM MOST COMMONLY USED TO DENOTE FUELS OTHER THAN GASOLINE THAT ARE USED TO PROPEL MOTOR VEHICLES ON THE HIGHWAYS. THESE FUELS, OF WHICH DIESEL IS THE BEST KNOWN, ARE ALSO REFERRED TO IN SOME STATES AS "SPECIAL FUELS," ETC., TO DISTINGUISH THEM FROM GASOLINE. IN A FEW INSTANCES THESE FUELS COME UNDER THE PURVIEW OF THE GASOLINE LAWS AND REGULATIONS, BUT IN MOST CASES USE-FUEL IS THE SUBJECT OF SPECIAL LEGISLATION AND PROCEDURE.						

NOTE: "USE-FUEL" IS THE TERM MOST COMMONLY USED TO DENOTE FUELS OTHER THAN GASOLINE THAT ARE USED TO PROPEL MOTOR VEHICLES ON THE HIGHWAYS. THESE FUELS, OF WHICH DIESEL IS THE BEST KNOWN, ARE ALSO REFERRED TO IN SOME STATES AS "LIQUID FUELS," "SPECIAL FUELS," ETC., TO DISTINGUISH THEM FROM GASOLINE. IN A FEW INSTANCES THESE FUELS COME UNDER THE PURVIEW OF THE GASOLINE LAWS AND REGULATIONS, BUT IN MOST CASES USE-FUEL IS THE SUBJECT OF SPECIAL LEGISLATION AND PROCEDURE.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE MOTOR-FUEL TAX LOSS AND EXPENSE ALLOWANCES

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATESTABLE O-103
STATUS AS OF JANUARY 1, 1950

STATE	ACTUAL LOSSES BY DESTRUCTION (FIRE, EXPLOSION, ETC.)			ACTUAL LOSSES IN STORAGE AND HANDLING						FLAT PERCENTAGE ALLOWANCE FOR LOSSES IN STORAGE AND HANDLING					ALLOWANCE IN CONSIDERATION OF BOTH LOSSES IN HANDLING AND COLLECTION EXPENSES					ALLOWANCES FOR EXPENSES OF COLLECTION, ETC. (LOSS NO CONSIDERATION)		STATE
	LOSSES ALLOWED	METHOD 1/		ACTUAL LOSS ALLOWED, SPECI- FIED PERCENT- AGE	LOSS ALLOWED	MAXIMUM PERCENT- AGE SPECI- FIED	BASIS OF PERCENT- AGE COMPUTATION		ALLOW- ANCE GRANTED	PERCENT- AGE	QUANTITY TAXABLE	BASIS OF PERCENT- AGE COMPUTATION		ALLOW- ANCE GRANTED	PERCENT- AGE OF TAXABLE LOSSES	INTERPRETATION		ALLOW- ANCE GRANTED	PERCENT- AGE OF TAXABLE LOSSES			
		EXEMPT- TION	REFUND				OTHER 2/ TAXABLE	OTHER 2/ TAXABLE				PERCENT- AGE ASSIGNED TO LOSSES	PERCENT- AGE ASSIGNED TO LOSSES									
ALABAMA	YES	YES	NO	3/	YES	NO	-	-	NO	-	-	-	-	NO	-	-	-	NO	-	ALABAMA		
ARIZONA	NO	-	YES	-	-	NO	-	-	YES	1	YES	-	-	NO	-	-	-	NO	-	ARIZONA		
ARKANSAS	6/	YES	NO	MO	-	NO	-	-	YES	-	-	-	-	NO	-	-	-	NO	-	ARKANSAS		
CALIFORNIA	YES	YES	NO	1/	YES	NO	-	YES	NO	2	-	-	R	NO	-	-	-	NO	-	CALIFORNIA		
COLORADO	YES	YES	YES	NO	NO	YES	-	-	NO	-	-	-	-	NO	-	-	-	NO	-	COLORADO		
CONNECTICUT	YES	YES	YES	YES	1	YES	-	-	NO	-	-	-	-	NO	-	-	-	NO	-	CONNECTICUT		
DELAWARE	YES	YES	NO	NO	NO	YES	-	-	NO	-	-	-	-	NO	-	-	-	NO	-	DELAWARE		
FLORIDA	YES	YES	NO	NO	YES	YES	-	YES	NO	-	-	-	-	NO	-	-	-	NO	-	FLORIDA		
GEORGIA	YES	YES	NO	5/	YES	YES	1/2	YES	NO	-	-	-	-	YES	2	(5/)	(5/)	5/	YES	1	GEORGIA	
IDAHO	YES	YES	YES	NO	NO	YES	-	-	NO	-	-	-	-	NO	-	-	-	NO	-	IDAHO		
ILLINOIS	YES	YES	YES	YES	NO	YES	1-1/2	-	NO	-	-	-	-	YES	3	(5/)	(5/)	YES	2	ILLINOIS		
INDIANA	YES	YES	YES	NO	NO	NO	-	-	NO	-	-	-	-	NO	-	-	-	NO	-	INDIANA		
IOWA	YES	10/	YES	18/	YES	YES	3	YES	NO	-	-	-	-	NO	-	-	-	NO	-	IOWA		
KANSAS	YES	YES	YES	YES	NO	NO	-	-	YES	3	-	-	R-S	NO	2-1/4	-	-	NO	-	KANSAS		
KENTUCKY	YES	YES	YES	YES	NO	NO	-	-	NO	-	-	-	-	YES	-	1-1/4	1	NO	-	KENTUCKY		
LOUISIANA	YES	YES	YES	NO	NO	NO	-	-	NO	12/	YES	3	-	NO	-	-	-	NO	-	LOUISIANA		
MAINE	YES	YES	YES	NO	NO	YES	13/	1	YES	NO	-	-	R	NO	-	-	-	NO	-	MAINE		
MARYLAND	YES	YES	YES	YES	NO	YES	-	-	NO	-	-	-	-	NO	-	-	-	NO	-	MARYLAND		
MASSACHUSETTS	YES	YES	NO	YES	NO	YES	1	-	NO	-	-	-	R	NO	-	-	-	NO	-	MASSACHUSETTS		
MICHIGAN	YES	NO	NO	NO	NO	NO	-	-	YES	3	YES	3	-	YES	-	-	-	NO	-	MICHIGAN		
MINNESOTA	YES	NO	18/	YES	YES	NO	-	-	YES	2	YES	2	-	NO	-	-	-	NO	-	MINNESOTA		
MISSISSIPPI	15/	YES	YES	YES	NO	NO	-	-	NO	-	-	-	-	YES	3	(5/)	(5/)	NO	-	MISSISSIPPI		
MISSOURI	YES	YES	YES	YES	NO	NO	-	-	NO	-	-	-	-	NO	-	-	-	NO	-	MISSOURI		
MONTANA	NO	-	-	-	NO	NO	-	-	NO	-	-	-	-	YES	2	-	-	NO	-	MONTANA		
NEBRASKA	YES	YES	YES	NO	NO	NO	-	-	NO	-	-	-	-	YES	-	-	-	YES	1 TO 1/2	NEBRASKA		
NEVADA	YES	YES	YES	YES	NO	NO	1	-	NO	16/	YES	1	-	YES	2	(5/)	(5/)	NO	-	NEVADA		
NEW HAMPSHIRE	YES	YES	-	YES	NO	NO	-	-	NO	1	-	-	R	NO	-	-	-	NO	-	NEW HAMPSHIRE		
NEW JERSEY	YES	YES	YES	YES	NO	NO	-	-	NO	2/	YES	1	-	NO	-	-	-	NO	-	NEW JERSEY		
NEW MEXICO	YES	NO	YES	NO	NO	NO	-	-	YES	2	YES	-	-	NO	-	-	-	NO	-	NEW MEXICO		
NEW YORK	YES	YES	YES	YES	NO	YES	11/	1	YES	-	-	-	-	NO	-	-	-	YES	1	NEW YORK		
NORTH CAROLINA	YES	YES	YES	YES	NO	YES	18/	YES	NO	-	-	-	R	NO	-	-	-	NO	-	NORTH CAROLINA		
NORTH DAKOTA	YES	YES	YES	YES	YES	YES	19/	2	YES	2	YES	-	-	NO	-	-	-	YES	20/ 1-1/2	NORTH DAKOTA		
OHIO	YES	NO	YES	NO	NO	NO	-	-	NO	-	-	-	-	YES	3	(5/)	(5/)	NO	-	OHIO		
OKLAHOMA	YES	YES	YES	YES	NO	YES	-	-	NO	-	-	-	-	NO	-	-	-	YES	2-1/2	OKLAHOMA		
OREGON	YES	YES	YES	YES	NO	YES	-	-	NO	-	-	-	-	NO	-	-	-	NO	-	OREGON		
PENNSYLVANIA	YES	YES	NO	YES	NO	NO	-	-	NO	-	-	-	-	NO	-	-	-	YES	2 TO 1/2	PENNSYLVANIA		
RHODE ISLAND	6/	YES	6/	YES	NO	NO	-	-	NO	-	-	-	-	NO	-	-	-	NO	-	RHODE ISLAND		
SOUTH CAROLINA	3/	YES	3/	YES	NO	NO	-	-	NO	-	-	-	-	NO	-	-	-	NO	-	SOUTH CAROLINA		
SOUTH DAKOTA	23/	YES	23/	YES	YES	NO	-	-	NO	-	-	-	-	NO	-	-	-	NO	-	SOUTH DAKOTA		
TENNESSEE	YES	YES	YES	YES	NO	NO	-	-	NO	-	-	-	-	YES	4	(5/)	(5/)	NO	-	TENNESSEE		
TEXAS	YES	YES	YES	YES	YES	YES	-	-	NO	-	-	-	-	YES	3	(5/)	(5/)	NO	-	TEXAS		
UTAH	25/	NO	-	YES	NO	NO	-	-	NO	-	-	-	-	YES	3	1-1/2	1-1/2	NO	-	UTAH		
VERMONT	YES	YES	YES	YES	NO	YES	1	YES	NO	1	-	-	R	NO	-	-	-	NO	-	VERMONT		
VIRGINIA	YES	NO	YES	NO	YES	NO	-	-	NO	-	-	-	-	NO	-	-	-	NO	-	VIRGINIA		
WASHINGTON	YES	YES	YES	YES	YES	NO	-	YES	NO	1	YES	-	-	YES	-	-	-	NO	-	WASHINGTON		
WEST VIRGINIA	YES	YES	YES	YES	NO	YES	1-1/2	YES	NO	-	-	-	-	NO	-	-	-	NO	-	WEST VIRGINIA		
WISCONSIN	YES	NO	YES	NO	NO	NO	-	-	NO	-	-	-	-	YES	2-1/2	-	-	NO	-	WISCONSIN		
WYOMING	YES	YES	YES	YES	NO	YES	2	-	YES	2	YES	-	-	NO	-	-	-	NO	-	WYOMING		
DISTRICT OF COLUMBIA	YES	YES	NO	NO	YES	YES	-	-	NO	-	-	-	R	NO	-	-	-	NO	-	DISTRICT OF COLUMBIA		

1/ THESE COLUMNS INDICATE THE METHODS OF ALLOWING FOR DESTRUCTION LOSSES DESCRIBED IN REPORTS BASED ON FIELD INQUIRY.

2/ SYMBOLS IN THESE COLUMNS HAVE THE FOLLOWING SIGNIFICATION:

C = SALES OUT OF STATE

P = PURCHASED TAX PAID

S = SALES TO OTHER DISTRIBUTORS

D = GROSS QUANTITY SOLD OR USED

I = INVENTORY AT BEGINNING OF MONTH

N = GROSS QUANTITY ALLOWED IF INVESTIGATION PROVES THEM TO BE PROPER.

3/ FULL LOSSES ALLOWED IF INVESTIGATION PROVES THEM TO BE PROPER.

4/ LOSSES OCCURRING PRIOR TO FIRST SALE ONLY; NO ALLOWANCE FOR THOSE OCCURRING AFTER PRIMARY DISTRIBUTION.

5/ ACTUAL LOSS AVERAGES ABOUT 1/2 OF 1 PERCENT.

6/ IF PAID ON OR BEFORE THE 20TH DAY OF THE FOLLOWING MONTH.

7/ CLAIMS FOR LOSSES ENROUTE TO DESTINATION BEFORE THE TAX IS PAID ARE EXEMPTED IF LOSS IS PROPERLY PROVEN.

8/ REFUND TREATED AS AN EXEMPTION IN THAT A CREDIT IS PROVIDED FOR IN THE SUBSEQUENT REPORT.

9/ ALLOWANCE IS MADE ON THE FOUR-CENT TAX, THE ONE-CENT TAX, AND THE TWO-CENT TAX PASSED IN 1948.

10/ AN ADDITIONAL 1 PERCENT IS ALLOWED ON FUEL TRANSFERRED BY DISTRIBUTOR FROM ONE OF HIS PLACES OF BUSINESS TO ANOTHER WITHIN THE STATE BUT THE TOTAL ALLOWANCE SHALL NOT EXCEED 2 PERCENT OF THE RECEIPTS OR NO FURTHER DEDUCTIONS SHALL BE ALLOWED EXCEPT WHEN DEFINITE PROOF IS SUBMITTED ON LOSS SUSTAINED THROUGH FIRE, ACCIDENT OR SOME UNAVOIDABLE CALAMITY.

11/ PROVIDING TAX WAS PAID PRIOR TO DESTRUCTION.

12/ ACTUAL LOSS LESS 2 PERCENT FLAT ALLOWANCE.

13/ ACTUAL LOSS IF TAX IS PAID ON SALES, FLAT RATE IF PAID ON RECEIPTS.

14/ LOSSES TO EXCEED PERCENTAGE OF A LUMP SUM ALLOWANCE.

15/ SHRINKAGE ALLOWANCE ON FIRST 150,000 GALLONS, 1-1/2 PERCENT ON NEXT 100,000 GALLONS AND 1 PERCENT ON REMAINDER.

16/ ADMINISTRATIVE COST PER SHRINKAGE ALLOWANCE BUT ANY IN EXCESS OF 2 PERCENT REQUIRES EVIDENCE OF LOSS.

17/ BASED ON COLLECTION OF REGULAR 3-CENT TAX.

18/ PROPERLY SUBSTANTIATED STORAGE AND HANDLING LOSSES ARE ALLOWED.

19/ IMPORTERS, FOR THEIR OWN USE WITHIN STATE, ARE ALLOWED 1 PERCENT OF GROSS RECEIVED TO COVER LOSS.

20/ LOSSES BY DESTRUCTION, ETC., ALLOWED IF IN EXCESS OF 500 GALLONS.

21/ APPLIES TO 4-CENT TAX ONLY.

22/ NO SPECIAL PROVISION FOR LOSSES BY DESTRUCTION.

23/ REFUND OF 1/2 PERCENT ALLOWED ON TAX-PAID FUEL TRANSFERRED WITHIN THE STATE FROM ONE DISTRIBUTOR TO ANOTHER.

24/ NO SPECIAL PROVISION FOR LOSSES IN STORAGE OR HANDLING REPORTED. THE TAX, HOWEVER, IS BASED ON SALES BY WHOLE-
SALE, AND LOSSES PRIOR TO SALES WOULD NOT BE TAKEN. BLANK SPACES ARE PROVIDED IN THE RECONCILIATION OF INVENTORIES, IN WHICH, PRESUMABLY, STOCK LOSSES WOULD BE RECORDED.

ADMINISTRATIVE ORGANIZATION FOR STATE MOTOR-FUEL TAX COLLECTION

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE G-104
STATUS AS OF JANUARY 1, 1950

STATE	COLLECTION AND ADMINISTRATION AGENCIES			ADMINISTRATIVE ORGANIZATION EMPLOYED				STATE
	COLLECTION AND ADMINISTRATION	MAJOR AGENCY		OFFICE		FIELD		
		COLLECTION ONLY	ADMINISTRATION ONLY	REGULAR	REFUND	REGULAR	REFUND	
ALABAMA	STATE DEPARTMENT OF REVENUE	-	-	6	-	1/4	-	ALABAMA
ARIZONA	STATE HIGHWAY DEPARTMENT	-	-	11	11	32	4	ARIZONA
ARKANSAS	COMMISSIONER OF REVENUE	-	-	4	3	2/25	-	ARKANSAS
CALIFORNIA	STATE COMPTROLLER	STATE CONTROLLER	STATE BOARD OF EQUALIZATION	22	26	57	10	CALIFORNIA
COLORADO	DEPARTMENT OF REVENUE	-	-	10	14	2	-	COLORADO
CONNECTICUT	STATE MOTOR VEHICLE DEPARTMENT	-	-	3	1	7	2	CONNECTICUT
DELAWARE	STATE HIGHWAY DEPARTMENT	-	-	4	-	1	-	DELAWARE
FLORIDA	STATE COMPTROLLER	-	-	6	-	5	-	FLORIDA
GEORGIA	DEPARTMENT OF REVENUE	-	-	4	-	12	-	GEORGIA
IDAHO	STATE TAX COLLECTOR	-	-	2	3	2	-	IDAHO
ILLINOIS	DEPARTMENT OF REVENUE	-	-	19	16	51	5	ILLINOIS
INDIANA	STATE AUDITOR (AS ADMINISTRATOR)	-	-	10	8	3	-	INDIANA
IOWA	STATE TREASURER	-	-	5	32	12	4	IOWA
KANSAS	COMMISSION OF REVENUE AND TAXATION	-	-	60	-	(3/)	-	KANSAS
KENTUCKY	DEPARTMENT OF REVENUE	-	-	2	-	-	-	KENTUCKY
LOUISIANA	DEPARTMENT OF REVENUE	-	-	6	7	4/24	11	LOUISIANA
MAINE	STATE COMPTROLLER	BUREAU OF TAXATION	DEPARTMENT OF FINANCE	4	(4/)	4	-	MAINE
MARYLAND	COMMISSIONER OF CORPORATIONS AND TAXATION	-	-	8	(6/)	5	5	MARYLAND
MASSACHUSETTS	SECRETARY OF STATE	-	-	1	3	2	1	MASSACHUSETTS
MICHIGAN	DEPARTMENT OF TAXATION	-	-	25	24	13	16	MICHIGAN
MINNESOTA	DEPARTMENT OF TAXATION, PETROLEUM DIVISION	-	-	13	17	15	2	MINNESOTA
MISSISSIPPI	MOTOR VEHICLE COMPTROLLER	-	-	14	2	6	-	MISSISSIPPI
MISSOURI	DEPARTMENT OF REVENUE	-	-	2	9	3	-	MISSOURI
MONTANA	STATE BOARD OF EQUALIZATION	-	-	11	14	1/12	-	MONTANA
NEBRASKA	DEPARTMENT OF AGRICULTURE AND INSPECTION	-	-	5	(6/)	(8/)	-	NEBRASKA
NEVADA	STATE TAX COMMISSION	-	-	2	1	1	-	NEVADA
NEW HAMPSHIRE	STATE MOTOR VEHICLE DEPARTMENT	-	-	37	-	71	-	NEW HAMPSHIRE
NEW JERSEY	DEPARTMENT OF TAXATION AND FINANCE	-	-	10	107	8	3/3	NEW JERSEY
NEW MEXICO	BUREAU OF REVENUE	-	-	21	(6/)	7	(6/)	NEW MEXICO
NEW YORK	DEPARTMENT OF TAXATION AND FINANCE	-	-	11	26	21	4	NEW YORK
NORTH CAROLINA	COMMISSIONER OF REVENUE	-	-	2	9	4	4	NORTH CAROLINA
NORTH DAKOTA	STATE AUDITOR	-	-	42	-	38	-	NORTH DAKOTA
OHIO	STATE TAX COMMISSION	STATE TREASURER	DEPARTMENT OF TAXATION, ASSISTED BY STATE AUDITOR	5	12/2	(11/)	1	OHIO
OKLAHOMA	SECRETARY OF STATE	-	-	12/2	4	12/1	2	OKLAHOMA
OREGON	DEPARTMENT OF REVENUE	-	-	5	5	10/20	-	OREGON
PENNSYLVANIA	DEPARTMENT OF TAXATION	-	-	3	3	11	8	PENNSYLVANIA
RHODE ISLAND	DIVISION OF TAXATION	-	-	6	30	94	(16/)	RHODE ISLAND
SOUTH CAROLINA	STATE TAX COMMISSION	-	-	15/4	-	(15/)	-	SOUTH CAROLINA
SOUTH DAKOTA	DEPARTMENT OF FINANCE AND TAXATION	-	-	3	11	-	-	SOUTH DAKOTA
TENNESSEE	DEPARTMENT OF FINANCE AND TAXATION	-	-	6	8	9	-	TENNESSEE
TEXAS	COMPTROLLER OF PUBLIC ACCOUNTS	-	-	6	8	9	-	TEXAS
UTAH	STATE TAX COMMISSION	-	-	15/4	-	(15/)	-	UTAH
VERMONT	STATE MOTOR VEHICLE DEPARTMENT	-	-	2	-	1	-	VERMONT
VIRGINIA	DIVISION OF MOTOR VEHICLES	-	-	3	11	-	8	VIRGINIA
WASHINGTON	STATE DEPARTMENT OF LICENSES	-	-	6	8	9	-	WASHINGTON
WEST VIRGINIA	STATE TAX COMMISSION	-	-	11	22	16/7	-	WEST VIRGINIA
WISCONSIN	DEPARTMENT OF TAXATION	-	-	2	-	17/1	-	WISCONSIN
WYOMING	STATE HIGHWAY DEPARTMENT	-	-	2	-	-	-	WYOMING
DISTRICT OF COLUMBIA	-	-	AUDITOR'S OFFICE 19/	2	1	-	-	DISTRICT OF COLUMBIA

11/ AUDITORS ARE AVAILABLE FROM THE BUREAU OF AUDITS, DEPARTMENT OF FINANCE, WHEN NEEDED.

12/ ADDITIONAL EMPLOYEES ARE FURNISHED BY THE COMMISSIONER OF AGRICULTURE, COMMERCE AND INDUSTRIES, FOR THE INSPECTION OF MOTOR FUELS.

13/ ONE EMPLOYEE SPENDS PART TIME IN FIELD.

14/ OF THIS GENERAL ENFORCEMENT STAFF, 6 ARE ASSIGNED FULL TIME TO INSPECTION OF PETROLEUM PRODUCTS, THE OTHERS ARE PART TIME.

15/ OFFICE PERSONNEL COMPOSED OF 2 FULL-TIME AND 2 PART-TIME EMPLOYEES. FIELD-PART TIME.

16/ IN ADDITION, 52 OIL INSPECTORS ARE EMPLOYED BY THE DIVISION OF PETROLEUM PRODUCTS OF THE DEPARTMENT OF TAXATION.

17/ PASSED TIME ADDITION.

18/ 150 DAYS REFUNDS.

19/ TAX IS MONTHLY ADMINISTERED BY THE ASSESSOR'S OFFICE, BUT ACTUALLY ALL TAX REPORTS ARE MADE TO, AND AUDITS DONE BY, THE AUDITOR'S OFFICE.

1/ FIELD INVESTIGATORS ARE EMPLOYED IN ADDITION TO THE 4 FIELD AUDITORS.

2/ INCLUDES 2 PART-TIME LABORATORY TECHNICIANS.

3/ FORTY-FOUR REGULAR FIELD EMPLOYEES IN ADDITION TO THE SERVICES MADE AVAILABLE BY 76 OTHER FIELD EMPLOYEES ASSIGNED TO THE DIVISIONS.

4/ INCLUDES 6 MEMBERS OF THE BORDER PATROL WHO COLLECT IMPORT PERMITS.

5/ TEMPORARY HELP EMPLOYED AS REQUIRED.

6/ INCLUDED WITH REGULAR PERSONNEL.

7/ IN ADDITION, 60 MEN ARE EMPLOYED AT PORTS OF ENTRY.

8/ FIELD INSPECTION AND ENFORCEMENT DONE BY MEMBERS OF THE HIGHWAY PATROL.

9/ SEVENTEEN REGULAR AND INSPECTORS CHECK REFUNDS.

10/ SEGREGATION OF THE NUMBER OF EMPLOYEES WORKING ON MOTOR-FUEL TAX IS UNAVAILABLE SINCE ALL EMPLOYEES WORK AS A UNIT ON SIX SEPARATE TAX CLASSIFICATIONS.

1/ FIELD INVESTIGATORS ARE EMPLOYED IN ADDITION TO THE 4 FIELD AUDITORS.

2/ INCLUDES 2 PART-TIME LABORATORY TECHNICIANS.

3/ FORTY-FOUR REGULAR FIELD EMPLOYEES IN ADDITION TO THE SERVICES MADE AVAILABLE BY 76 OTHER FIELD EMPLOYEES ASSIGNED TO THE OTHER DIVISIONS.

4/ INCLUDES 6 MEMBERS OF THE BORDER PATROL WHO COLLECT IMPORT PERMITS.

5/ TEMPORARY HELP EMPLOYED AS REQUIRED.

6/ INCLUDED WITH REGULAR PERSONNEL.

7/ IN ADDITION, 50 MEN ARE EMPLOYED AT PORTS OF ENTRY.

8/ FIELD INSPECTION AND ENFORCEMENT DONE BY MEMBERS OF THE HIGHWAY PATROL.

9/ SEVENTEEN REGULAR INSPECTORS CHECK REFUNDS.

10/ SEPARATION OF THE NUMBER OF EMPLOYEES WORKING ON MOTOR-FUEL TAX IS UNAVAILABLE SINCE ALL EMPLOYEES WORK AS A UNIT ON SIX SEPARATE TAX CLASSIFICATIONS.

11/ AUDITORS ARE AVAILABLE FROM THE BUREAU OF AUDITS, DEPARTMENT OF FINANCE, WHEN NEEDED.

12/ ADDITIONAL EMPLOYEES ARE FURNISHED BY THE COMMISSIONER OF AGRICULTURE, COMMERCE AND INDUSTRIES, FOR THE INSPECTION OF MOTOR FUELS.

13/ ONE EMPLOYEE SPENDS PART TIME IN FIELD.

14/ OF THIS GENERAL ENFORCEMENT STAFF, 6 ARE ASSIGNED FULL TIME TO INSPECTION OF PETROLEUM PRODUCTS, THE OTHERS ARE PART TIME.

15/ OFFICE PERSONNEL COMPOSED OF 2 FULL-TIME AND 2 PART-TIME EMPLOYEES. FIELD-PART TIME.

16/ IN ADDITION, 52 OIL INSPECTORS ARE EMPLOYED BY THE DIVISION OF PETROLEUM PRODUCTS OF THE DEPARTMENT OF TAXATION.

17/ PART-TIME AUDITOR.

18/ ALSO PAYS REFUNDS.

19/ TAX IS NORMALLY ADMINISTERED BY THE ASSESSOR'S OFFICE, BUT ACTUALLY ALL TAX REPORTS ARE MADE TO, AND AUDITS DONE BY, THE AUDITOR'S OFFICE.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

EXEMPTION AND REFUND PROVISIONS OF STATE MOTOR-FUEL TAXATION

TABLE 0-105
STATUS AS OF JANUARY 1, 1950
SHEET 1 OF 2

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

STATE	PRIVATE AND COMMERCIAL USE ^{1/}										PUBLIC USE ^{1/}				STATE
	AVIATION						USE IN PUBLIC CONTRACT WORK				OTHER SPECIFIC USES	FEDERAL ^{2/}	COUNTY AND LOCAL		
	INTERSTATE		INTRASTATE		USE IN MOTOR VEHICLES		USE IN OTHER PUBLIC EQUIPMENT	SPECIAL PROVISIONS		HIGHWAY USE			STATE		
	TAXED	REFUNDED	TAXED	REFUNDED	TAXED	REFUNDED		ON PUBLIC HIGHWAYS	NOT ON PUBLIC HIGHWAYS				HIGHWAY USE	NONHIGHWAY USE	
ALABAMA	TAXED ^{3/}	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	-	-	EXEMPTED ^{3/}	TAXED	TAXED	TAXED	ALABAMA
ARIZONA	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	-	-	EXEMPTED	TAXED	TAXED	TAXED	ARIZONA
ARKANSAS	TAXED ^{3/}	EXEMPTED	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	-	-	EXEMPTED	TAXED	TAXED	TAXED	ARKANSAS
CALIFORNIA	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	CLOSED PORTION OF ROAD UNDER REPAIR IS NOT PUBLIC HIGHWAY, NOR IS A ROAD ON PRIVATE LAND	-	TAXED ^{5/}	TAXED	TAXED	REFUNDED	CALIFORNIA
COLORADO	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	-	-	EXEMPTED	TAXED	TAXED	TAXED	COLORADO
CONNECTICUT	REFUNDED	EXEMPTED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	-	-	EXEMPTED	TAXED	TAXED	REFUNDED	CONNECTICUT
DELAWARE	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	-	-	EXEMPTED	REFUNDED	REFUNDED	REFUNDED	DELAWARE
FLORIDA	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	-	-	EXEMPTED	TAXED	TAXED	TAXED	FLORIDA
GEORGIA	TAXED ^{3/}	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	USE IN STATE HIGHWAY CONSTRUCTION WORK IS TAXED, BUT IS SUBJECT TO REFUND. REFUNDS MUST BE RETURNED TO BUREAU OF HIGHWAYS	-	EXEMPTED	TAXED	TAXED	TAXED	GEORGIA
IDAH	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	USE IN STATE HIGHWAY CONSTRUCTION WORK IS TAXED BECAUSE OF NON-CLAIMING CLAUSES IN JOB CONTRACTS	-	EXEMPTED	TAXED	TAXED	REFUNDED	IDAH
ILLINOIS	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	-	-	EXEMPTED	TAXED	TAXED	REFUNDED	ILLINOIS
INDIANA	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	-	-	EXEMPTED	TAXED	TAXED	REFUNDED	INDIANA
IOWA	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	NO REFUND OF TAX PAID ON FUEL USED IN ANY PUBLIC CONSTRUCTION OF MAINTENANCE	-	EXEMPTED	EXEMPTED	TAXED	REFUNDED	IOWA
KANSAS	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	USE IN TRUCKS ON CLOSED PORTION OF ROAD IN HIGHWAY CONSTRUCTION IS SUBJECT TO EXEMPTION	-	EXEMPTED	TAXED	TAXED	REFUNDED	KANSAS
KENTUCKY	TAXED ^{12/}	EXEMPTED	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	-	-	EXEMPTED	TAXED	TAXED	TAXED	KENTUCKY
LOUISIANA	TAXED ^{13/}	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	-	-	EXEMPTED	TAXED	TAXED	TAXED	LOUISIANA
MAINE	REFUNDED ^{15/}	TAXED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	-	-	EXEMPTED	TAXED	TAXED	REFUNDED	MAINE
MARYLAND	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	-	-	EXEMPTED	TAXED	TAXED	REFUNDED	MARYLAND
MASSACHUSETTS	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	-	-	REFUNDED ^{11/}	TAXED	TAXED	REFUNDED	MASSACHUSETTS
MICHIGAN	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	-	-	EXEMPTED	TAXED	TAXED	REFUNDED	MICHIGAN
MINNESOTA	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	FUEL IS TAXED IF USED IN HIGHWAY CONSTRUCTION OR MAINTENANCE WORK	-	REFUNDED	TAXED	TAXED	REFUNDED	MINNESOTA
MISSISSIPPI	REFUNDED ^{15/}	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	-	-	TAXED ^{20/}	TAXED	TAXED	REFUNDED	MISSISSIPPI
MISSOURI	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	FUEL TAXED IF USED IN HIGHWAY CONSTRUCTION OR MAINTENANCE WORK	-	EXEMPTED	TAXED	TAXED	REFUNDED	MISSOURI
MONTANA	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	USE IN STATE HIGHWAY CONSTRUCTION WORK IS TAXED BECAUSE OF NON-CLAIMING CLAUSES IN JOB CONTRACTS	-	EXEMPTED	TAXED	TAXED	REFUNDED	MONTANA
NEBRASKA	TAXED ^{3/}	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	TAXED	-	-	REFUNDED ^{21/}	TAXED	TAXED	TAXED	NEBRASKA
NEVADA	REFUNDED ^{22/}	EXEMPTED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	USE IN CONSTRUCTION WORK IS SUBJECT TO REFUND ONLY WHEN FUEL IS NOT USED ON PUBLIC ROADS INCLUDING HIGHWAYS UNDER CONSTRUCTION	-	EXEMPTED	TAXED	TAXED	REFUNDED	NEVADA
NEW HAMPSHIRE	REFUNDED	TAXED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	TAX IS REFUNDED IF VEHICLES OPERATED ON PRIVATE PROPERTY	-	EXEMPTED	TAXED	TAXED	REFUNDED	NEW HAMPSHIRE
NEW JERSEY	REFUNDED ^{25/}	REFUNDED	TAXED	TAXED	TAXED	TAXED	REFUNDED	REFUNDED	-	-	EXEMPTED	TAXED	TAXED	REFUNDED	NEW JERSEY

EXEMPTION AND REFUND PROVISIONS OF STATE MOTOR-FUEL TAXATION

TABLE 0-105
STATISTICS AS OF JANUARY 1, 1950
SHEET 2 OF 2

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

STATE	PRIVATE AND COMMERCIAL USE 1/						PUBLIC USE 1/			
	USE IN PUBLIC CONTRACT WORK						STATE		COUNTY AND LOCAL	
	AVIATION		USE IN MOTOR VEHICLES		USE IN OTHER EQUIPMENT	SPECIAL PROVISIONS	OTHER SPECIFIC USES	HIGHWAY USE	NONHIGHWAY USE	
GENERAL HIGHWAY	INTERSTATE	INTRASTATE	ON PUBLIC HIGHWAYS	NOT ON PUBLIC HIGHWAYS						
NEW MEXICO	REFUNDED	REFUNDED	TAXED	REFUNDED	REFUNDED	PUBLIC HIGHWAYS ARE THOSE OPEN TO PUBLIC USE. FOR ROADS BUILT WITH STATE FUNDS, CONTRACTOR WAGES PAID TO CLAIM REFUND. CLOSED PORTION OF ROAD UNDER REPAIR IS NOT PUBLIC HIGHWAY	-	EXEMPTED	TAXED 26/	TAXED 26/
NEW YORK	REFUNDED	REFUNDED	TAXED	REFUNDED	REFUNDED	-	-	EXEMPTED	EXEMPTED	EXEMPTED
NORTH CAROLINA	REFUNDED 15/	EXEMPTED	TAXED	REFUNDED 15/	REFUNDED 15/	AVIATION EXEMPTION APPLIES TO HIGH-OCTANE FUEL ONLY. ORDINARY MOTOR FUEL USED IN AIRCRAFT IS SUBJECT TO REFUND OF 5 CENTS OF THE 7-CENT TAX	-	EXEMPTED	TAXED 21/	REFUNDED 15/
NORTH DAKOTA	TAXED 28/	REFUNDED	TAXED	TAXED	TAXED	USE ON STATE OR COUNTY HIGHWAY CONSTRUCTION AND MAINTENANCE IS TAXED, WHETHER IN MOTOR VEHICLES OR OTHER EQUIPMENT	-	TAXED 28/	TAXED 29/	TAXED 29/
OHIO	REFUNDED	EXEMPTED	TAXED	REFUNDED	REFUNDED	NONHIGHWAY USE OF FUELS OTHER THAN GASOLINE, AND DEALERS OWN NONHIGHWAY USE ARE EXEMPTED	-	EXEMPTED	TAXED	REFUNDED
OKLAHOMA	TAXED 30/	EXEMPTED 30/	TAXED	REFUNDED	TAXED	USE IN STATE HIGHWAY CONSTRUCTION WORK IS TAXED BECAUSE OF NON-CLAIMING CLAUSE IN JOB CONTRACTS	-	EXEMPTED	TAXED 30/	TAXED 30/
OREGON	REFUNDED	TAXED 31/	TAXED	REFUNDED	REFUNDED	USE IN WORK ON COUNTY ROADS AND ON FEDERAL HIGHWAYS WITHIN FEDERAL RESERVATIONS IS SUBJECT TO REFUND OF 5 CENTS OF THE 12-CENT TAX. DIESEL FUELS AND LIQUID FUELS FOR NON-HIGHWAY PURPOSES	-	EXEMPTED	TAXED	TAXED
PENNSYLVANIA	TAXED 3/	TAXED	TAXED	TAXED	TAXED	-	-	EXEMPTED	TAXED	TAXED
RHODE ISLAND	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	-	-	EXEMPTED	TAXED	TAXED
SOUTH CAROLINA	TAXED 33/	TAXED 36/	TAXED	TAXED	REFUNDED	-	-	EXEMPTED	TAXED	TAXED
SOUTH DAKOTA	REFUNDED	TAXED 36/	TAXED	TAXED	REFUNDED	-	-	EXEMPTED	TAXED	TAXED
TENNESSEE	TAXED 31/	EXEMPTED	TAXED	TAXED	TAXED	-	-	EXEMPTED 38/	EXEMPTED 38/	EXEMPTED 38/
TEXAS	REFUNDED	REFUNDED	TAXED	TAXED	TAXED	-	-	EXEMPTED	TAXED	REFUNDED
UTAH	TAXED	TAXED	TAXED	TAXED	TAXED	-	-	EXEMPTED	TAXED	TAXED
VERMONT	TAXED	TAXED	TAXED	TAXED	TAXED	-	-	EXEMPTED	TAXED	TAXED
VIRGINIA	REFUNDED	REFUNDED 38/	TAXED	TAXED	REFUNDED	USE IN EQUIPMENT OF VOLUNTEER FIRE DEPARTMENTS AND IN SCHOOL BUSES OWNED AND OPERATED BY COUNTY OR SCHOOL BOARDS IS SUBJECT TO REFUND	-	EXEMPTED	TAXED	TAXED
WASHINGTON	REFUNDED	EXEMPTED	TAXED	TAXED	REFUNDED 31/	-	-	TAXED 31/	REFUNDED 31/	REFUNDED 31/
WEST VIRGINIA	REFUNDED	REFUNDED	TAXED	TAXED	REFUNDED	-	-	TAXED	TAXED	REFUNDED
WISCONSIN	TAXED	REFUNDED 33/	TAXED	TAXED	TAXED	-	-	EXEMPTED	TAXED	TAXED
WYOMING	REFUNDED	REFUNDED	TAXED	TAXED	REFUNDED	-	-	EXEMPTED	EXEMPTED	EXEMPTED
DISTRICT OF COLUMBIA	REFUNDED	REFUNDED	TAXED	TAXED	REFUNDED	-	-	EXEMPTED	EXEMPTED	EXEMPTED

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2/ IN MOST STATES WHICH EXEMPT MOTOR FUEL PURCHASED BY THE FEDERAL GOVERNMENT, THERE IS ALSO A PROVISION FOR REFUND OF THE TAX IF TAX-PAID FUEL IS PURCHASED.

3/ AGRICULTURAL USE IS REFUNDED AS FOLLOWS: 5 CENTS OF 6 CENT TAX FOR TRACTOR USE IN ALABAMA; 4-1/2 CENTS OF 6-1/2 CENT TAX IN ARKANSAS; 5 CENTS OF 7 CENT TAX IN GEORGIA; 4 CENTS OF 5 CENT TAX IN NEBRASKA; AND 2-1/2 CENTS OF 5 CENT TAX IN PENNSYLVANIA.

4/ SALES OF TAXABLE GASOLINE TO THE UNITED STATES GOVERNMENT ARE EXEMPTED; SALES OF TAX-PAID GASOLINE ARE NOT EXEMPTED.

5/ TAXED EXCEPT QUANTITIES SOLD TO THE ARMED FORCES FOR USE IN AIRCRAFT OR SHIPS OR FOR USE OUTSIDE OF THE STATE.

6/ ALL USE BY STATE HIGHWAY DEPARTMENTS IS SUBJECT TO REFUND. TAXPAYER MAY ELECT TO REFUND BY CHECKING THE FOLLOWING BOXES.

7/ CO-OPERATION WITH STATE HIGHWAY DEPARTMENT IS SUBJECT TO REFUND. OTHER COUNTY AND LOCAL USE IS TAXED IF FOR HIGHWAY PURPOSES AND SUBJECT TO REFUND IF FOR NONHIGHWAY PURPOSES.

8/ COUNTY AND LOCAL GOVERNMENTS RECEIVE REFUNDS FOR GASOLINE USED IN FIRE ENGINES, FIRE AND POLICE DEPARTMENT APPARATUS, STREET SPRINKLERS, AND AMBULANCES OWNED BY MUNICIPALITIES AND HOSPITALS.

9/ IF PURCHASED IN BULK LOT DELIVERIES OF 500 GALLONS OR MORE IN FLORIDA, 1250 GALLONS OR MORE IN UTAH, AND 300 GALLONS OR MORE IN WYOMING.

10/ AVIATION FUEL IS TAXED AT 2-1/2 CENTS PER GALLON.

11/ CONTRACT SALES TO UNITED STATES GOVERNMENT ARE EXEMPTED FROM TAX.

12/ 1-1/2 CENTS PER GALLON IS REFUNDED TO AIRLINES OPERATING INTERSTATE ON SCHEDULED FLIGHTS.

13/ USE BY COUNTY AND LOCAL GOVERNMENTS IS REFUNDED. HOWEVER, IF UNIT OF GOVERNMENT IS LICENSED AS A WHOLESALE DISTRIBUTOR, MOTOR FUEL IS EXEMPTED.

14/ VEHICLES OF ARMED FORCES ONLY ARE EXEMPTED.

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78/ COUNTY AND LOCAL GOVERNMENTS RECEIVE REFUNDS FOR GASOLINE USED IN FIRE ENGINES, FIRE AND POLICE DEPARTMENT APPARATUS, STREET SPRINKLERS, AND AMBULANCES OWNED BY MUNICIPALITIES AND HOSPITALS.

79/ IF PURCHASED IN BULK LOT DELIVERIES OF 500 GALLONS OR MORE IN FLORIDA, 1250 GALLONS OR MORE IN UTAH, AND 300 GALLONS OR MORE IN WYOMING.

80/ AVIATION FUEL IS TAXED AT 2-1/2 CENTS PER GALLON.

81/ CONTRACT SALES TO UNITED STATES GOVERNMENT ARE EXEMPTED FROM TAX.

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83/ USE BY COUNTY AND LOCAL GOVERNMENTS IS REFUNDED. HOWEVER, IF UNIT OF GOVERNMENT IS LICENSED AS A WHOLESALE DISTRIBUTOR, MOTOR FUEL IS EXEMPTED.

84/ VEHICLES OF ARMED FORCES ONLY ARE EXEMPTED.

85/ EXCEPT WHEN OTHERWISE NOTED THE TERM "REFUNDED," AS USED IN THIS TABLE, INDICATES THAT THE FULL AMOUNT OF THE TAX IS REFUNDED TO THE PURCHASER. IN ADDITION TO THE CLASSES OF REFUNDS OR EXEMPTIONS LISTED, ALL STATES GRANT EXEMPTIONS OR REFUNDS TO DISTRIBUTORS ON EXPORT SALES, PURCHASES OF TAX-PAID FUEL, PREVIOUS OVERPAYMENTS, ETC., TO AVOID DUPLICATION OF TAX PAYMENT. SEE TABLE A-103 FOR PROCEDURE REGARDING ALLOWANCES FOR LOSSES IN STORAGE AND HANDLING, LOSSES BY DESTRUCTION, AND EXPENSE OF COLLECTION.

86/ IN MOST STATES WHICH EXEMPT MOTOR FUEL PURCHASED BY THE FEDERAL GOVERNMENT, THERE IS ALSO A PROVISION FOR REFUND OF THE TAX IF TAX-PAID FUEL IS PURCHASED.

87/ AGRICULTURAL USE IS REFUNDED AS FOLLOWS: 5 CENTS OF 6 CENT TAX FOR TRACTOR USE IN ALABAMA; 4-1/2 CENTS OF 6-1/2 CENT TAX IN ARKANSAS; 5 CENTS OF 7 CENT TAX IN GEORGIA; 4 CENTS OF 5 CENT TAX IN NEBRASKA; AND 2-1/2 CENTS OF 5 CENT TAX IN PENNSYLVANIA.

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^{2/} EXCEPT THAT SALES FOR NON-HIGHWAY USES WHEN MADE TO OTHER LICENSED DEALERS AND DEALER'S OWN NON-HIGHWAY USE ARE SUBJECT TO EXEMPTION.

^{3/} EXCEPT USE BY STATE HIGHWAY DEPARTMENT, ALL OF WHICH IS TAXED.

^{4/} EXCEPT USE BY CITIES AND TOWNS WHICH IS REFUNDED.

^{5/} UNDER SPECIAL PERMITS, EXEMPTIONS RATHER THAN REFUNDS ARE GRANTED ON USE OF MOTOR FUEL IN THE MANUFACTURE OF NON-FUEL PRODUCTS.

^{6/} STATE AGRICULTURAL COLLEGE CLAIMS REFUNDS FOR NON-HIGHWAY PURPOSES; ALTHOUGH REFUNDS ARE PERMITTED, FEW CLAIMS ARE MADE.

^{7/} FUEL USED IN PUBLIC SCHOOL TRANSPORTATION IS EXEMPT FROM THE FULL TAX.

^{8/} FUEL USED IN AGRICULTURE AND INDUSTRIAL USES ARE REFUNDED.

^{9/} AGRICULTURAL AND INDUSTRIAL USES ARE REFUNDED.

^{10/} REFUNDED IF USED BY A STATE, COUNTY, OR MUNICIPAL AGENCY IN PUBLICLY OWNED VEHICLES ON CONSTRUCTION, RECONSTRUCTION, AND MAINTENANCE PROJECTS.

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STATE LICENSES AND FEES IMPOSED ON WHOLESALE DISTRIBUTORS OF MOTOR FUEL

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC BONDS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE C-107
STATUS AS OF JANUARY 1, 1950
SHEET 1 OF 2

STATE	KIND OF LICENSE, FEE, OR TAX	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS	STATE
ALABAMA	BOND FILING FEE	CONTINUOUS	\$25 PER BOND	STATE DEPARTMENT OF REVENUE	STATE PUBLIC ROAD AND BRIDGE FUND	BOND OF \$1000 MINIMUM REQUIRED	ALABAMA
ARIZONA	OPERATING LICENSE	CONTINUOUS	\$25 PER LICENSE	HIGHWAY DEPARTMENT	HIGHWAY FUND	BOND OF \$1000 MINIMUM REQUIRED	ARIZONA
ARKANSAS	OPERATING LICENSE	CONTINUOUS	\$10 PER FILING	COMMISSIONER OF REVENUE	GENERAL FUND	BOND OF \$1000 MINIMUM REQUIRED	ARKANSAS
CALIFORNIA	OPERATING LICENSE	CONTINUOUS	NO FEE BUT BOND IS REQUIRED	BOARD OF EQUALIZATION	MOTOR-VEHICLE FUEL TAX FUND	BOND OF \$1000 MINIMUM REQUIRED ASSESSED BY BOARD OF EQUALIZATION	CALIFORNIA
COLORADO	OPERATING LICENSE	CONTINUOUS	NO FEE BUT BOND IS REQUIRED	-	-	BOND OF \$5000 MINIMUM IS REQUIRED	COLORADO
CONNECTICUT	OPERATING LICENSE	ANNUAL	\$25 PER LICENSE	STATE HIGHWAY DEPARTMENT	GENERAL FUND	BOND OF \$2000 MINIMUM IS REQUIRED	CONNECTICUT
DELAWARE	OPERATING LICENSE	CONTINUOUS	\$25 PER LICENSE	STATE COMPTROLLER	COLLECTION AND ADMINISTRATION	BOND OF \$5000 MINIMUM IS REQUIRED	DELAWARE
FLORIDA	OPERATING LICENSE	CONTINUOUS	\$25 PER LICENSE	DEPARTMENT OF REVENUE	GENERAL FUND	BOND OF \$1000 MINIMUM IS REQUIRED	FLORIDA
GEORGIA	OPERATING LICENSE	CONTINUOUS	\$25 PER LICENSE	STATE DEPARTMENT OF REVENUE	COLLECTION EXPENSES, GENERAL FUND	RETAIN TO PERCENT OF FEE AS COMMISSION, THE REMAINDER IS PAID TO THE STATE TREASURY FOR REGISTRATION OF EACH NEW ENTERPRISE	GEORGIA
IDAHO	PUMP LICENSE	CONTINUOUS	\$3 PER PUMP OR FILLER	COUNTY TAX COLLECTORS	COLLECTION EXPENSES, GENERAL FUND	BOND OF \$1000 MINIMUM IS REQUIRED	IDAHO
ILLINOIS	OPERATING LICENSE	CONTINUOUS	NO FEE BUT BOND IS REQUIRED	DEPARTMENT OF LAW ENFORCEMENT	MOTOR-VEHICLE FUND	BOND OF \$1000 MINIMUM IS REQUIRED	ILLINOIS
INDIANA	OPERATING LICENSE	CONTINUOUS	50-CENTS PER LICENSE, 50-CENTS ASSESSED UPON CHANGE OF TRUCK	STATE AUDITOR	MOTOR-VEHICLE FUEL FUND	BOND OF \$2000 MINIMUM IS REQUIRED	INDIANA
IOWA	DISTRIBUTORS LICENSE	CONTINUOUS	\$1 PER LICENSE	STATE TREASURER	WITH OTHER MOTOR-FUEL REVENUE	BOND OF \$1000 MINIMUM IS REQUIRED	IOWA
KANSAS	GASOLINE PUMP AND METER LICENSE	ANNUAL	\$150 PER PUMP OR METER IF PAID BEFORE JULY 30, \$3 THEREAFTER	DEPARTMENT OF AGRICULTURE	GENERAL FUND	BOND OF \$1000 MINIMUM IS REQUIRED	KANSAS
KANSAS	DISTRIBUTORS LICENSE	CONTINUOUS	\$5 PER LICENSE FOR FIRST LOCATION; 50-CENT FEE FOR EACH ADDITIONAL PLACE	MOTOR FUEL TAX DIVISION	GENERAL FUND, 10 PERCENT; MOTOR-VEHICLE FUEL FUND, 10 PERCENT	SURETY BOND OF \$1000 MINIMUM IS REQUIRED OF ALL DISTRIBUTORS	KANSAS
KANSAS	MANUFACTURERS LICENSE	CONTINUOUS	\$25 PER LICENSE	MOTOR FUEL TAX DIVISION	GENERAL FUND, 10 PERCENT; MOTOR-VEHICLE FUEL FUND, 10 PERCENT	SURETY BOND OF \$5000 MINIMUM IS REQUIRED	KANSAS
KENTUCKY	IMPORTERS LICENSE	CONTINUOUS	\$15 PER LICENSE	MOTOR FUEL TAX DIVISION	GENERAL FUND, 10 PERCENT; MOTOR-VEHICLE FUEL FUND, 10 PERCENT	SURETY BOND OF \$5000 MINIMUM IS REQUIRED	KENTUCKY
LOUISIANA	OPERATING LICENSE	CONTINUOUS	NO FEE BUT BOND IS REQUIRED	-	-	BOND OF \$2000 MINIMUM IS REQUIRED	LOUISIANA
MAINE	OPERATING LICENSE	CONTINUOUS	NO FEE	STATE CONTROLLER, GASOLINE TAX DIVISION	SPECIAL FUND	BOND OF \$10,000 MAXIMUM FOR NEW GASOLINE DEALERS, BOND OF \$20,000 MAXIMUM FOR EXISTING DEALERS, PENALTY OR COSTS FOR LAST THREE MONTHS, \$2000	MAINE
MASSACHUSETTS	OPERATING LICENSE	CONTINUOUS	\$1 FEE PER LICENSE PAID ONCE AT FIRST APPLICATION	SECRETARY OF STATE	GENERAL FUND	BOND REQUIREMENT IS \$10,000	MASSACHUSETTS
MICHIGAN	OPERATING LICENSE	CONTINUOUS	\$5 PER LICENSE	-	GENERAL FUND	IF FINANCIAL RESPONSIBILITY IS NOT SHOWN, BOND OF \$1000 MINIMUM IS REQUIRED	MICHIGAN
MINNESOTA	OPERATING LICENSE	ANNUAL	\$1 PER LICENSE	DEPARTMENT OF TAXATION, PETROLEUM DIVISION	GENERAL FUND	AN INITIAL APPLICANT SHALL FURNISH MAXIMUM BOND OF \$3000	MINNESOTA
MISSISSIPPI	OPERATING LICENSE	CONTINUOUS	NO FEE BUT BOND IS REQUIRED	CITY TAX COLLECTOR OR COUNTY SHERIFF	COLLECTION EXPENSES, COUNTY AND CITY	MINIMUM BOND REQUIREMENT IS \$1000	MISSISSIPPI
MISSOURI	STORAGE LICENSE	CONTINUOUS	VARIES WITH STORAGE CAPACITY	-	-	DISTRIBUTOR MUST POST SURETY BOND OF \$1000 MINIMUM	MISSOURI
MONTANA	OPERATING LICENSE	ANNUAL	NO FEE BUT BOND IS REQUIRED	PUBLIC SERVICE COMMISSION	GASOLINE INSPECTION FUND	BOND OF \$10,000 MAXIMUM FOR NEW DEALERS, BOND OF \$20,000 MAXIMUM FOR EXISTING DEALERS, PENALTY OR COSTS FOR LAST THREE MONTHS, \$2000	MONTANA
NEBRASKA	OPERATING LICENSE	CONTINUOUS	NO FEE BUT BOND IS REQUIRED	DEPARTMENT OF AGRICULTURE AND INSPECTION	ADMINISTRATION	BOND BASED ON QUANTITY OF GASOLINE HANDLED; MINIMUM \$1000	NEBRASKA
NEBRASKA	LICENSE TO PURCHASE RETAIL GASOLINE	ANNUAL	\$1 PER LICENSE	-	-	IF ADMINISTRATIVE FUNDS ARE INSUFFICIENT, REFUNDS WILL SUPPLY THE NECESSARY DIFFERENCE. THIS LICENSE ALSO APPLIES TO RETAILERS	NEBRASKA
NEVADA	LICENSE TO SELL RETAIL GASOLINE	ANNUAL	NO FEE	STATE TAX COMMISSION	HIGHWAY FUND	LICENSE BASED ON A FISCAL YEAR, MINIMUM BOND REQUIREMENT IS \$1000	NEVADA
NEW HAMPSHIRE	DEALERS LICENSE	ANNUAL	\$5 PER LICENSE	-	-	BOND TO EQUAL TWICE MONTHLY TAX PAYMENTS UP TO A MAXIMUM OF \$10,000	NEW HAMPSHIRE
NEW JERSEY	DISTRIBUTORS LICENSE	CONTINUOUS	NO FEE BUT BOND IS REQUIRED	-	-	IMPORTERS OR PRODUCERS WHO HANDLE FUEL IN FIRST TWO CONSECUTIVE MONTHS MUST POST SURETY BOND OF \$10,000	NEW JERSEY
NEW JERSEY	DISTRIBUTORS LICENSE	CONTINUOUS	NO FEE BUT BOND IS REQUIRED	-	-	IF FINANCIAL RESPONSIBILITY IS NOT SHOWN, BOND OF \$1000 MINIMUM IS REQUIRED	NEW JERSEY
NEW JERSEY	WHOLESALE LICENSE	ANNUAL	\$25 PER LICENSE	DEPARTMENT OF TREASURY	GENERAL FUND	THIS ALSO APPLIES TO SPECIAL LICENSES	NEW JERSEY
NEW MEXICO	OPERATING LICENSE	ANNUAL	\$25 PER LICENSE AND \$25 PER EACH DISTRIBUTING STATION IN CARGO OF ONE WITHIN THE STATE	BUREAU OF REVENUE, GASOLINE TAX DIVISION	GASOLINE TAX SURPLUS FUND	LICENSE ISSUED AFTER FILING OF BOND, MINIMUM \$2000	NEW MEXICO
NEW YORK	-	-	-	-	-	NO LICENSE BUT DISTRIBUTOR MUST BE REGISTERED	NEW YORK
NORTH CAROLINA	OPERATING LICENSE	CONTINUOUS	NO FEE BUT BOND IS REQUIRED	-	-	BOND MAY BE REQUIRED	NORTH CAROLINA
NORTH CAROLINA	GROSS SALES TAX	ANNUAL	\$2.50 PLUS 5 PERCENT ADDITIONAL ON GROSS SALES IF THEY EXCEED \$5000	COMMISSIONER OF REVENUE	GENERAL FUND	WHOLESALE PAY FROM \$1 TO \$10 PER PUMP USED IN IF OIL AND GASOLINE DEALERS SUE TO PAY 1/4-CENT PER GALLON INSPECTION FEE THEY ARE NOT SUBJECT TO GROSS SALES TAX	NORTH CAROLINA
NORTH DAKOTA	OPERATING LICENSE	BIENNIAL	\$5 PER LICENSE	STATE AUDITOR	GENERAL FUND	BONDS OF NOT LESS THAN \$1000 FOR GASOLINE DEALERS AND \$200 FOR OIL-FUEL DEALERS ARE REQUIRED	NORTH DAKOTA

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC BOATS STATE LICENSES AND FEES IMPOSED ON WHOLESALE DISTRIBUTORS OF MOTOR FUEL						
TABLE 6-107 STATUS AS OF JANUARY 1, 1950 SHEET 2 OF 2						
COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES						
STATE	KIND OF LICENSE, FEE, OR TAX	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS
OHIO	OPERATING LICENSE	CONTINUOUS	\$5 PER LICENSE	DEPARTMENT OF TAXATION	GENERAL REVENUE FUND	BOND OF \$2000 REQUIRED BUT AMOUNT MAY BE INCREASED BY DEPARTMENT OF TAXATION
OKLAHOMA	DISTRIBUTORS LICENSE	CONTINUOUS	NO FEE	-	-	BOND OF \$2500 MINIMUM IS REQUIRED
OREGON	OPERATING LICENSE	CONTINUOUS	NO FEE BUT BOND IS REQUIRED	-	-	MINIMUM BOND REQUIREMENT IS \$1000
PENNSYLVANIA	DISTRIBUTORS PERMIT	ANNUAL	NO FEE BUT BOND MUST BE FURNISHED	-	-	EXPIRED MAY 31 REGARDLESS OF THE ISSUANCE DATE. MINIMUM BOND REQUIREMENT IS \$2500
RHODE ISLAND	OPERATING LICENSE	ANNUAL	NO FEE BUT BOND OF \$10,000 MAY BE REQUIRED	DIVISION OF TAXATION	GENERAL FUND	IMPORTERS OR PRODUCERS, RETAILERS AND DEALERS REQUIRED TO OBTAIN A LICENSE
SOUTH CAROLINA	OPERATING LICENSE	CONTINUOUS	NO FEE BUT BOND MUST BE FURNISHED	-	-	AMOUNT OF BOND REQUIRED DETERMINED BY THE TAX COMMISSIONER
SOUTH CAROLINA	REFUND GASOLINE PERMIT	CONTINUOUS	NO FEE	-	-	LICENSE ISSUED BY STATE TAX COMMISSION. BOND MUST BE FURNISHED
SOUTH DAKOTA	OPERATING LICENSE	CONTINUOUS	NO FEE BUT BOND MUST BE FURNISHED	-	-	MINIMUM BOND REQUIREMENT IS \$1000
TENNESSEE	OPERATING LICENSE	CONTINUOUS	NO FEE BUT BOND MUST ACCOMPANY APPLICATION	-	-	MINIMUM BOND REQUIREMENT IS \$1000
TENNESSEE	DIL DEPOT LICENSE	ANNUAL	\$50 TO \$700 ACCORDING TO DISTRIBUTION OR STORAGE	COUNTY COURT CLERK	GENERAL FUND	STATE LICENSE ONLY. EACH COUNTY AND INCORPORATED PLACE MAY LEVY SIMILAR LICENSE
TEXAS	OPERATING LICENSE	ANNUAL	NO FEE BUT BOND MUST BE FURNISHED	STATE TAX COMMISSION	HIGHWAY MAINTENANCE AND CONSTRUCTION FUND	MINIMUM BOND REQUIREMENT IS \$1000
UTAH	OPERATING LICENSE	QUARTERLY	\$1 PER PLACE OF BUSINESS	-	-	BOND MUST BE POSTED; MINIMUM REQUIRED IS \$2000
VERMONT	OPERATING LICENSE	CONTINUOUS	NO FEE BUT BOND IS REQUIRED	DIVISION OF MOTOR VEHICLES	HIGHWAY FUND	AMOUNT OF BOND NOT TO EXCEED \$10,000
VIRGINIA	DEALERS LICENSE	ANNUAL	\$5 PER ORIGINAL LICENSE, NO FEE FOR RENEWAL	-	-	BOND REQUIRED IN THE SUM OF 3 TIMES THE AVERAGE MONTHLY TAX DUE DURING THE NEXT PRECEDING TWELVE CALENDAR MONTHS WITH A MAXIMUM OF \$20,000
WASHINGTON	DISTRIBUTORS LICENSE	ANNUAL	\$10 PER LICENSE	DEPARTMENT OF LICENSES	MOTOR-VEHICLE FUND	BOND IS REQUIRED; MINIMUM SET AT \$5000
WASHINGTON	OPERATING LICENSE	CONTINUOUS	\$5 PER PLACE OF BUSINESS	STATE TAX COMMISSION	PRIMARY ROAD FUND	TAX COMMISSIONER MAY REQUIRE SURETY BOND
WISCONSIN	OPERATING LICENSE	CONTINUOUS	NO FEE BUT BOND MUST BE FURNISHED	-	-	AMOUNT OF REQUIRED BOND AS FIXED BY THE STATE SHALL NOT EXCEED AMOUNT OF HIGHEST MONTHLY TAX
WYOMING	OPERATING LICENSE	ANNUAL	\$10 PER LICENSE	STATE HIGHWAY DEPARTMENT	STATE HIGHWAY DEPARTMENT	BOND REQUIRED TO EQUAL 10 PERCENT OF PREVIOUS YEARS TAX REVENUE FROM MOTOR FUEL TAXES
DISTRICT OF COLUMBIA	OPERATING LICENSE	ANNUAL	\$5 PER LICENSE	COLLECTOR OF TAXES	HIGHWAY FUND	BOND REQUIRED AT MINIMUM OF \$5000

1/ THE LICENSES AND FEES GIVEN IN THIS TABLE ARE IN MOST CASES FOR THE PURPOSE OF DEFAYING THE COSTS OF REGULATING THE DISTRIBUTION OF MOTOR FUEL AND ALLIED PRODUCTS. CHAIN STORE AND GENERAL MERCHANDISING TAXES IMPOSED ON GENERAL BUSINESS ARE NOT INCLUDED.

STATE LICENSES AND FEES IMPOSED ON RETAIL DEALERS IN MOTOR FUEL 1/

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE D-108
STATUS AS OF JANUARY 1, 1950

STATE	KIND OF LICENSE, FEE, OR TAX	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS	STATE
ALABAMA	BOND FILING FEE PUMP LICENSE	CONTINUOUS ANNUAL	\$5 PER BOND VARIES WITH POPULATION FROM \$2.50 TO \$28 PER PUMP AND FROM \$2.50 TO \$21 PER ADDITIONAL PUMP	STATE DEPARTMENT OF REVENUE COUNTY PROBATE JUDGES	PUBLIC ROAD AND BRIDGE FUND COLLECTION EXPENSES 2-1/2 PERCENT, REMAINDER STATE 2/3, COUNTIES 1/3	PROBATE JUDGES ARE PERMITTED A 50-CENT FEE FOR EACH LICENSE ISSUED	ALABAMA
ARIZONA ARKANSAS CALIFORNIA	PUMP LICENSE	- - ANNUAL	- - \$2 PER PUMP	- - DEPARTMENT OF AGRICULTURE, BUREAU OF WEIGHTS AND MEASURES	- - DEPARTMENT OF AGRICULTURE, BUREAU OF WEIGHTS AND MEASURES	NO LICENSE IS REQUIRED NO LICENSE IS REQUIRED NO LICENSE IS REQUIRED	ARIZONA ARKANSAS CALIFORNIA
COLORADO CONNECTICUT	PUMP LICENSE	ANNUAL	\$5 FOR FIRST PUMP AND \$2 FOR EACH ADDITIONAL PUMP AT ANY ONE STATION	MOTOR VEHICLE DEPARTMENT	STATE HIGHWAY FUND	NO LICENSE IS REQUIRED	COLORADO CONNECTICUT
DELAWARE FLORIDA	OPERATING LICENSE OPERATING LICENSE	ANNUAL ANNUAL	\$2 PER LICENSE \$5 PER LICENSE	STATE HIGHWAY DEPARTMENT STATE COMPTROLLER	GENERAL FUND COLLECTION AND ADMINISTRATION, STATE ROAD LICENSE FUND	- -	DELAWARE FLORIDA
GEORGIA	OPERATING LICENSE PUMP LICENSE	CONTINUOUS ANNUAL	\$5 PER LICENSE \$3 PER PUMP OR FILLER	DEPARTMENT OF REVENUE COUNTY TAX COLLECTORS	GENERAL FUND COLLECTION EXPENSES, GENERAL FUND	TAX COLLECTORS RETAIN 10 PERCENT OF THE COLLECTIONS, REMAINDER GOVERNMENT OF EACH COUNTY IS ALLOWED A FEE OF \$1 FOR THE REGISTRATION OF EACH NEW ENTERPRISE	GEORGIA
IDaho ILLINOIS INDIANA	OPERATING PERMIT	ANNUAL	\$5 PER PERMIT	DEPARTMENT OF LAW ENFORCEMENT	MOTOR VEHICLE FUND	NO LICENSE IS REQUIRED NO LICENSE IS REQUIRED	IDaho ILLINOIS INDIANA
IOWA	OPERATING LICENSE GASOLINE PUMP AND METER LICENSE	CONTINUOUS ANNUAL	NO FEE \$1.50 IF PAID WITHIN ONE MONTH OF EXPIRATION, OTHERWISE \$3	DEPARTMENT OF AGRICULTURE	GENERAL FUND	-	IOWA
KANSAS KENTUCKY LOUISIANA	- - -	- - -	- - -	- - -	- - -	NO LICENSE IS REQUIRED NO LICENSE IS REQUIRED NO LICENSE IS REQUIRED	KANSAS KENTUCKY LOUISIANA
MAINE MARYLAND MASSACHUSETTS MICHIGAN	OPERATING LICENSE OPERATING LICENSE MARINE FUEL DEALER'S LICENSE	- ANNUAL CONTINUOUS ANNUAL	- \$5 PER LICENSE NO FEE \$1 PER LICENSE	- DEPARTMENT OF LABOR AND INDUSTRIES - SECRETARY OF STATE	- ADMINISTRATION AND ENFORCEMENT GENERAL FUND	NO LICENSE IS REQUIRED NO LICENSE IS REQUIRED NO LICENSE IS REQUIRED	MAINE MARYLAND MASSACHUSETTS MICHIGAN
MINNESOTA MISSISSIPPI	REGISTRATION OF DEALER OPERATING PERMIT PUMP LICENSE	CONTINUOUS ANNUAL ANNUAL	NO FEE NO FEE VARIES WITH POPULATION FROM \$1 TO \$8 PER PUMP	- CITY TAX COLLECTORS OR COUNTY SHERIFFS	- COLLECTION EXPENSES, COUNTY AND CITY	STORAGE CAPACITY OF 250 GALLONS OR LESS IS A PUMP	MINNESOTA MISSISSIPPI
MISSOURI MONTANA	OPERATING LICENSE	ANNUAL	\$1 PER LICENSE	PUBLIC SERVICE COMMISSION	GASOLINE INSPECTION FUND	NO LICENSE IS REQUIRED	MISSOURI MONTANA
NEBRASKA NEW HAMPSHIRE NEW JERSEY	REFUND DEALER'S LICENSE - OPERATING LICENSE	ANNUAL - ANNUAL	NO FEE - \$5 PER LICENSE	- - MOTOR FUELS TAX BUREAU, DEPARTMENT OF TREASURY	- - WITH MOTOR FUEL RECEIPTS	LICENSE TO SELL "REFUND TAX GASOLINE" NO LICENSE IS REQUIRED NO LICENSE IS REQUIRED	NEBRASKA NEW HAMPSHIRE NEW JERSEY
NEW MEXICO NEW YORK NORTH CAROLINA	OPERATING LICENSE OPERATING LICENSE PUMP LICENSE	ANNUAL ANNUAL ANNUAL	\$5 FOR EACH PLACE OF BUSINESS \$2 PER LICENSE \$4 TO \$10 PER PUMP	BUREAU OF REVENUE, GASOLINE TAX DIVISION DEPARTMENT OF TAXATION AND FINANCE	GASOLINE TAX SUSPENSE FUND GENERAL FUND GENERAL FUND	- - PAID ONLY BY WHOLESALESALES ON THEIR RETAIL OUTLETS	NEW MEXICO NEW YORK NORTH CAROLINA
RHODE ISLAND SOUTH CAROLINA SOUTH DAKOTA TENNESSEE	AUTOMOBILE, MOTORCYCLE DEALERS, AND SERVICE STATION LICENSE GROSS SALES TAX	ANNUAL	\$5 PER PUMP IN RURAL AREAS AND FROM \$10 TO \$50 IN CITIES AND TOWNS \$2.50 PLUS 5 PERCENT ADDITIONAL ON GROSS SALES IF THEY EXCEED \$5,000	COMMISSIONER OF REVENUE COMMISSIONER OF REVENUE	GENERAL FUND GENERAL FUND	TOTAL AMOUNT ASSESSED CAN NOT AVERAGE LESS THAN \$5 PER PUMP IF OIL AND GASOLINE DEALERS ELECT TO PAY 1/4 CENT PER GALLON INSPECTION FEE THEY ARE NOT SUBJECT TO GROSS SALES TAX	RHODE ISLAND SOUTH CAROLINA SOUTH DAKOTA TENNESSEE
NORTH DAKOTA	PUMP LICENSE	ANNUAL	\$1 PER PUMP	PUBLIC SERVICE COMMISSION	SCALE INSPECTION FUND	-	NORTH DAKOTA
OHIO OKLAHOMA OREGON PENNSYLVANIA	OPERATING LICENSE - -	CONTINUOUS - -	NO FEE - -	- - -	- - -	NO LICENSE IS REQUIRED - - NO LICENSE IS REQUIRED NO LICENSE IS REQUIRED	OHIO OKLAHOMA OREGON PENNSYLVANIA
RHODE ISLAND SOUTH CAROLINA SOUTH DAKOTA TENNESSEE	OPERATING LICENSE OPERATING LICENSE OPERATING LICENSE	CONTINUOUS CONTINUOUS ANNUAL	\$1 PER LICENSE NO FEE \$15 TO \$60 ACCORDING TO NUMBER OF EMPLOYEES	DIVISION OF TAXATION - COUNTY COURT CLERK	GENERAL FUND - GENERAL FUND	- - NO LICENSE IS REQUIRED	RHODE ISLAND SOUTH CAROLINA SOUTH DAKOTA TENNESSEE
TEXAS UTAH	PUMP LICENSE	CONTINUOUS	NO FEE FOR ORIGINAL BUT \$1 IS CHARGED IF ORIGINAL IS LOST, DESTROYED OR REVOKED	STATE ROAD COMMISSION	STATE HIGHWAY FUND	NO LICENSE IS REQUIRED	TEXAS UTAH
VERMONT VIRGINIA	- -	- -	- -	- -	- -	NO LICENSE IS REQUIRED NO LICENSE IS REQUIRED	VERMONT VIRGINIA
WASHINGTON WEST VIRGINIA	OPERATING LICENSE	ANNUAL	\$1 PER PLACE OF BUSINESS	STATE TAX COMMISSION	PRIMARY ROAD FUND	NO LICENSE IS REQUIRED	WASHINGTON WEST VIRGINIA
WISCONSIN WYOMING DISTRICT OF COLUMBIA	DEALER'S LICENSE PUMP LICENSE	ANNUAL ANNUAL	\$1 PER STATION OR STORE \$3 PER PUMP OR FILLER	STATE HIGHWAY DEPARTMENT COLLECTOR OF TAXES	STATE HIGHWAY DEPARTMENT GENERAL FUND	ALSO APPLIES TO WHOLESALE DEALERS WHO HAVE THEIR OWN RETAIL OUTLETS NO LICENSE IS REQUIRED	WISCONSIN WYOMING DISTRICT OF COLUMBIA

1/ THE LICENSES AND FEES GIVEN IN THIS TABLE ARE IN MOST CASES FOR THE PURPOSE OF DETRACTING THE COSTS OF REGulating THE DISTRIBUTION OF MOTOR FUEL AND ALLIED PRODUCTS. MAIN STORE AND GENERAL MERCHANDISING TAXES IMPOSED ON GENERAL BUSINESS ARE NOT INCLUDED.

THE LICENSES AND FEES GIVEN IN THIS TABLE ARE IN MOST CASES FOR THE PURPOSE OF DEFRAYING THE COSTS OF REGULATING THE DISTRIBUTION OF MOTOR FUEL AND ALLIED PRODUCTS. CHAIN STORE AND GENERAL MERCHANDISING TAXES IMPOSED ON GENERAL BUSINESS ARE NOT INCLUDED.

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

[illegible]

27. INSPECTION PERFORMED AT THE DISCRETION OF THE MOTOR VEHICLE SUBCOMMITTEE OF THE JOINT LEGISLATIVE COMMITTEE ON MOTOR VEHICLES, KEROSENE AND RELATED PRODUCTS, LUBRICATING OILS ARE NOT INSPECTED.

28. INSPECTION OF MOTOR VEHICLES, MOTOR VEHICLE EQUIPMENT, AND MOTOR VEHICLE ACCESSORIES IS PERFORMED BY THE MOTOR VEHICLE SUBCOMMITTEE OF THE JOINT LEGISLATIVE COMMITTEE ON MOTOR VEHICLES.

29. ADMINISTRATIVE AUTHORITY IS VESTED IN THE STATE FOOD COMMISSIONER AND CHEMIST. TWO OFFICES FUNCTION JOINTLY IN SUPERVISING THE OIL INSPECTION AND REGISTRATION UNDER STATE LABORATORIES DEPARTMENT.

30. LEASED AS AN EXCISE TAX AND COLLECTED IN SAME MANNER AS OTHER TAXES ON MOTOR FUELS.

31. 10/ WHITE LAMP OIL, PARAFFINE WAX, AND FUEL FOR INDUSTRIAL HEATING OR GAS MANUFACTURE ARE NOT INSPECTED; GENERALLY, INSPECTION LAWS ARE NOT ENFORCED.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MISCELLANEOUS STATE MOTOR-FUEL LICENSES AND FEES 1/

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE G-10
STATUS AS OF JANUARY 1, 1950
SHEET 1 OF 2

STATE	KIND OF LICENSE, FEE, OR TAX	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION	REMARKS	STATE
ALABAMA	LICENSE OF BRANDS SOLD	ANNUAL	\$1 FOR EACH BRAND OF FUEL SOLD	DEPARTMENT OF AGRICULTURE AND INDUSTRIES	AGRICULTURE AND INDUSTRIES FUND	PAID BY DISTRIBUTORS	ALABAMA
ARIZONA	MOTOR-FUEL USERS PERMIT	ANNUAL	NO FEE BUT MUST BE FILED FOR EACH VEHICLE	DEPARTMENT OF REVENUE	GENERAL REVENUES	OBTAINED BY CONSUMERS OF USE-FUEL	ARIZONA
ARKANSAS	MOTOR-FUEL USERS PERMIT	CONTINUOUS	NO FEE	DEPARTMENT OF REVENUE	DEPARTMENT OF REVENUE	OBTAINED BY CONSUMERS OF USE-FUEL	ARKANSAS
CALIFORNIA	LICENSE OF BRANDS SOLD	ANNUAL	\$25 PER SHIPMENT	BUREAU OF WEIGHTS AND MEASURES	DEPARTMENT OF AGRICULTURE FUND	PAID BY DISTRIBUTORS	CALIFORNIA
COLORADO	SPECIAL-FUEL USERS LICENSE	CONTINUOUS	NO FEE BUT MUST BE FURNISHED	-	-	OBTAINED BY CONSUMERS OF USE-FUEL	COLORADO
CONNECTICUT	LICENSE OF BRANDS SOLD	CONTINUOUS	\$25 PER STATION, \$5 WHEN SOLD, \$5 PER PUMP	MOTOR VEHICLE COMMISSIONER	WITH OTHER MOTOR-VEHICLE RECEIPTS	PAID BY DISTRIBUTORS AND RETAIL DEALERS	CONNECTICUT
DELAWARE	MOTOR-FUEL USERS PERMIT	CONTINUOUS	\$1 PER VEHICLE	STATE COMPTROLLER	WITH MOTOR-FUEL RECEIPTS	NO MISCELLANEOUS FEES ARE CHARGED	DELAWARE
FLORIDA	MOTOR-FUEL USERS PERMIT	CONTINUOUS	\$5 PER VEHICLE	STATE COMPTROLLER	WITH MOTOR-FUEL RECEIPTS	PAID BY CONSUMERS OF USE-FUEL	FLORIDA
GEORGIA	LICENSE FOR WAGON OR TRUCK USED IN SALE OF OIL OR GASOLINE	ANNUAL	NO FEE	-	-	ISSUED TO PERSONS SELLING OIL OR GASOLINE FROM WAGON OR TRUCK	GEORGIA
IDAHOO	VEHICLES REFUND PERMIT	ANNUAL	NO FEE	DEPARTMENT OF AGRICULTURE	WEIGHTS AND MEASURES INSPECTION FUND	-	IDAHOO
ILLINOIS	VEHICLE TANK, PUMP, AND MOTOR LICENSE	CONTINUOUS	\$1 PER LICENSE	DEPARTMENT OF LAW ENFORCEMENT	HIGHWAY FUND	PAID BY CONSUMERS OF USE-FUEL	ILLINOIS
INDIANA	USE-FUEL TAX LICENSE	CONTINUOUS	\$1 PER LICENSE	STATE AUDITOR	WITH MOTOR-FUEL RECEIPTS	NO MISCELLANEOUS FEES ARE CHARGED	INDIANA
IOWA	MOTOR-FUEL USERS LICENSE	CONTINUOUS	\$1 PER LICENSE	STATE AUDITOR	WITH MOTOR-FUEL RECEIPTS	PAID BY PURCHASERS OF REFUND FUEL	IOWA
KANSAS	MOTOR-VEHICLE FUEL TRANSPORT LICENSE	ANNUAL	\$1 PER VEHICLE	STATE TREASURER	WITH OTHER MOTOR-FUEL REVENUE	SEPARATE CERTIFICATE REQUIRED FOR EACH VEHICLE	KANSAS
KENTUCKY	REFUND PERMITS	ANNUAL	\$2.50 PER PERMIT	COUNTY CLERKS	GENERAL FUND OF EACH COUNTY, 30 CENTS; STATE REVENUE ADMINISTRATION FUND, 20 CENTS	PAID BY DISTRIBUTORS	KENTUCKY
LOUISIANA	LIQUID-FUEL CARRIER PERMITS	CONTINUOUS	\$1 PER TRUCK	MOTOR FUEL TAX DIVISION	GENERAL FUND, 20 CENTS	PAID BY DISTRIBUTORS	LOUISIANA
MAINE	PORTS OF ENTRY FEES	ANNUAL	\$0.50 PER TRUCK LOAD OF GASOLINE	MOTOR FUEL TAX DIVISION	TAX DIVISION, 50 CENTS	PAID BY DISTRIBUTORS	MAINE
MARYLAND	MOTOR-FUEL USERS LICENSE	CONTINUOUS	\$1 PLUS BOND	MOTOR FUEL TAX DIVISION	HIGHWAY DEPARTMENT	PAID BY DISTRIBUTORS	MARYLAND
MICHIGAN	MOTOR-FUEL USERS PERMIT	CONTINUOUS	\$1 PER LICENSE	DEPARTMENT OF REVENUE	WITH MOTOR-FUEL RECEIPTS	PAID BY CONSUMERS OF USE-FUEL	MICHIGAN
MINNESOTA	MOTOR-FUEL USERS PERMIT	CONTINUOUS	\$1 FEE	SECRETARY OF STATE	GENERAL FUND	OBTAINED BY CONSUMERS OF USE-FUEL	MINNESOTA
MISSISSIPPI	MOTOR-FUEL USERS PERMIT	CONTINUOUS	\$1 PLUS BOND	-	-	NO MISCELLANEOUS FEES ARE CHARGED	MISSISSIPPI
MISSOURI	MOTOR-FUEL USERS PERMIT	CONTINUOUS	NO FEE BUT MUST FILE BOND	-	-	OBTAINED BY CONSUMERS OF USE-FUEL	MISSOURI
MONTANA	MOTOR-FUEL USERS PERMIT	CONTINUOUS	NO FEE	PUBLIC SERVICE COMMISSION	CASOLINE INSPECTION FUND	OBTAINED BY CONSUMERS OF USE-FUEL	MONTANA
NEBRASKA	MOTOR-FUEL USERS PERMIT	CONTINUOUS	\$1 FOR EACH PUMP IN EXCESS OF ONE	DEPARTMENT OF AGRICULTURE AND INSPECTION	ADMINISTRATIVE EXPENSES	PAID BY WHOLESALE, RETAILERS, AND CONSUMERS	NEBRASKA
NEVADA	LICENSE TO BUY REFUND GASOLINE	ANNUAL	\$1 PER LICENSE	DEPARTMENT OF AGRICULTURE AND INSPECTION	ADMINISTRATIVE EXPENSES	PAID BY DISTRIBUTORS	NEVADA
NEW HAMPSHIRE	SEALS ON FUEL TANKS AT PORTS OF ENTRY	CONTINUOUS	\$0.50 PER VEHICLE	DEPARTMENT OF AGRICULTURE AND INSPECTION	ADMINISTRATIVE EXPENSES	PAID BY WHOLESALE, RETAILERS, AND CONSUMERS	NEW HAMPSHIRE
NEW JERSEY	MOTOR-FUEL USERS PERMIT	CONTINUOUS	NO FEE	MOTOR FUELS TAX BUREAU, DEPARTMENT OF TREASURY	WITH MOTOR-FUEL RECEIPTS	OBTAINED BY CONSUMERS OF USE-FUEL	NEW JERSEY
NEW MEXICO	MOTOR-FUEL CARRIER LICENSE	ANNUAL	\$2 PER REGISTRATION	-	-	LAND OR WATER CONVEYANCES	NEW MEXICO
NEW YORK	MOTOR-FUEL CARRIERS MANIFEST FORMS	ANNUAL	\$1 PER LICENSE	BUREAU OF REVENUE, GASOLINE TAX DIVISION	GASOLINE TAX SUSPENSE FUND	BOND REQUIRED, MINIMUM \$100	NEW YORK
NORTH CAROLINA	REGISTRATION OF OWNERS OF VEHICLES USING FUELS	ANNUAL	\$0.40 PER THOUSAND FORMS	DEPARTMENT OF TAXATION AND FINANCE	WITH MOTOR-FUEL RECEIPTS	PAID BY INTRASTATE MOTOR-FUEL CARRIERS	NORTH CAROLINA
NORTH DAKOTA	REFUND PERMIT	CONTINUOUS	\$1 PER REGISTRATION	COMMISSIONER OF REVENUE	STATE HIGHWAY FUND	PAID BY PURCHASERS OF REFUND FUEL	NORTH DAKOTA
NORTH DAKOTA	MOTOR-FUEL CARRIERS PERMIT	CONTINUOUS	NO FEE	STATE AUDITOR	STATE TREASURY	OBTAINED BY CARRIERS OF LIQUID FUELS	NORTH DAKOTA
OHIO	MOTOR-FUEL USERS LICENSE	CONTINUOUS	\$1 PER LICENSE PLUS BOND	PUBLIC SERVICE COMMISSION	SCALE INSPECTION FUND	IF MORE THAN ONE VEHICLE, LICENSE PROVIDES A FORM FOR EACH SUCH VEHICLE	OHIO
OKLAHOMA	PUMP INSPECTION	ANNUAL	\$0.50 PER PUMP	-	-	PAID BY DEALERS	OKLAHOMA
OREGON	MOTOR-FUEL USERS LICENSE	CONTINUOUS	NO FEE BUT MUST FILE BOND	-	-	NO MISCELLANEOUS FEES ARE CHARGED	OREGON
PENNSYLVANIA	MOTOR-FUEL USERS PERMIT	CONTINUOUS	\$10 APPLICATION FEE PLUS BOND, MINIMUM \$500	DEPARTMENT OF REVENUE	MOTOR LICENSE FUND	OBTAINED BY CONSUMERS OF USE-FUEL	PENNSYLVANIA
RHODE ISLAND	EXEMPTION CERTIFICATE	CONTINUOUS	NO FEE	DEPARTMENT OF FINANCE AND TAXATION	GENERAL FUND	PAID BY STATE TAX COMMISSION	RHODE ISLAND
SOUTH CAROLINA	USE-FUEL USERS LICENSE	CONTINUOUS	\$1 PER LICENSE PLUS BOND	DEPARTMENT OF FINANCE AND TAXATION	WITH MOTOR-FUEL RECEIPTS	PAID BY CONSUMERS OF USE-FUEL	SOUTH CAROLINA
SOUTH DAKOTA	MOTOR-FUEL USERS LICENSE	CONTINUOUS	\$5 PER LICENSE PLUS BOND	-	-	PAID BY CONSUMERS OF USE-FUEL	SOUTH DAKOTA
TENNESSEE	MOTOR-FUEL USERS LICENSE	CONTINUOUS	\$5 PER LICENSE PLUS BOND	-	-	PAID BY CONSUMERS OF USE-FUEL	TENNESSEE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MISCELLANEOUS STATE MOTOR - FUEL LICENSES AND FEES ^{1/}

TABLE C-10
STATUS AS OF JANUARY 1, 1950
SHEET 2 OF 2

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

STATE	KIND OF LICENSE, FEE OR TAX	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION	REMARKS	STATE
TEXAS	MOTOR-FUEL USERS PERMIT	ANNUAL	NO FEE BUT MUST PROVIDE BOND FOR EACH VEHICLE	COMPTROLLER OF PUBLIC ACCOUNTS	STATE TREASURY	OBTAINED BY CONSUMERS OF USE-FUEL PAID BY PERSONS CLAIMING REFUNDS	TEXAS
UTAH	REFUND DEALER'S LICENSE	ANNUAL	NO FEE	COMPTROLLER OF PUBLIC ACCOUNTS	-	OBTAINED BY DEALERS SELLING MOTOR AND GASOLINE	UTAH
VERMONT	MOTOR-FUEL USERS PERMIT	CONTINUOUS	NO FEE BUT MUST FILE BOND	-	-	NO MISCELLANEOUS FEES ARE CHARGED	VERMONT
VIRGINIA	USE-FUEL USERS LICENSE	ANNUAL	NO FEE	-	-	OBTAINED BY CONSUMERS OF USE-FUEL	VIRGINIA
	TRANSPORT LICENSE	ANNUAL	\$2 PER LICENSE	DIVISION OF MOTOR VEHICLES	HIGHWAY FUND	PAID BY CARRIERS OF MOTOR FUELS	
WASHINGTON	MOTOR-FUEL USERS PERMIT	CONTINUOUS	NO FEE	DEPARTMENT OF LICENSES	MOTOR-VEHICLE FUND ^{1/}	OBTAINED BY CONSUMERS OF USE-FUEL	WASHINGTON
	MOTOR-VEHICLE FUEL CONVEYORS LICENSE	ANNUAL	\$1 PER SET OF 2 PLATES, \$0.75 PER SINGLE	DEPARTMENT OF LICENSES	MOTOR-VEHICLE FUND	PAID BY CARRIERS OF MOTOR FUEL	
WEST VIRGINIA	REFUND PERMIT FEE	ANNUAL	\$0.50 PER REFUND PERMIT	DEPARTMENT OF LICENSES	-	PAID BY CONSUMERS CLAIMING REFUNDS	WEST VIRGINIA
WISCONSIN	MOTOR-FUEL USERS REGISTRATION	ANNUAL	NO FEE	-	-	PAID BY OWNERS OF VEHICLES CONSUMING USE-FUEL	WISCONSIN
WYOMING	-	-	-	-	-	NO MISCELLANEOUS FEES ARE CHARGED	WYOMING
DISTRICT OF COLUMBIA	-	-	-	-	-	NO MISCELLANEOUS FEES ARE CHARGED	DISTRICT OF COLUMBIA

^{1/} THE LICENSES AND FEES GIVEN IN THIS TABLE ARE IN MOST CASES FOR THE PURPOSE OF DEFRAYING THE COSTS OF REGULATING THE DISTRIBUTION OF MOTOR FUEL AND ALLIED PRODUCTS. CHAIN STORE AND MERCHANDISE NO TAXES IMPOSED ON GENERAL BUSINESS ARE NOT INCLUDED.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE AND FEDERAL GASOLINE TAX RATES BY YEARS

CENTS PER GALLON

TABLE Q-205
ISSUED SEPTEMBER 1949

STATE	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	STATE
ALABAMA	4	4-5	5-6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	ALABAMA
ARIZONA	4	4-5	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	ARIZONA
ARKANSAS	5	5-6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	ARKANSAS
CALIFORNIA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	CALIFORNIA
COLORADO	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	COLORADO
CONNECTICUT	2	2	2	2	2-3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	CONNECTICUT
DELAWARE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	DELAWARE
FLORIDA	6	6-7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	FLORIDA
GEORGIA	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	GEORGIA
IDAHO	4-5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	IDAHO
ILLINOIS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	ILLINOIS
INDIANA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	INDIANA
IOWA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	IOWA
KANSAS	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	KANSAS
KENTUCKY	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	KENTUCKY
LOUISIANA	4-5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	LOUISIANA
MAINE	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	MAINE
MARYLAND	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	MARYLAND
MASSACHUSETTS	2-3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	MASSACHUSETTS
MICHIGAN	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	MICHIGAN
MINNESOTA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	MINNESOTA
MISSISSIPPI	5	5-5	5-6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	MISSISSIPPI
MISSOURI	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	MISSOURI
MONTANA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	MONTANA
NEBRASKA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	NEBRASKA
NEVADA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	NEVADA
NEW HAMPSHIRE	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	NEW HAMPSHIRE
NEW JERSEY	2	2-3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	NEW JERSEY
NEW MEXICO	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	NEW MEXICO
NEW YORK	2	2	2-3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	NEW YORK
NORTH CAROLINA	5	5-6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	NORTH CAROLINA
NORTH DAKOTA	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	NORTH DAKOTA
OHIO	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	OHIO
OKLAHOMA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	OKLAHOMA
OREGON	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	OREGON
PENNSYLVANIA	4-3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	PENNSYLVANIA
RHODE ISLAND	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	RHODE ISLAND
SOUTH CAROLINA	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	SOUTH CAROLINA
SOUTH DAKOTA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	SOUTH DAKOTA
TENNESSEE	5	5-6-7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	TENNESSEE
TEXAS	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	TEXAS
UTAH	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	UTAH
VERMONT	3-5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	VERMONT
VIRGINIA	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	VIRGINIA
WASHINGTON	3	3-5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	WASHINGTON
WEST VIRGINIA	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	WEST VIRGINIA
WISCONSIN	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	WISCONSIN
WYOMING	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	WYOMING
DISTRICT OF COLUMBIA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	DISTRICT OF COLUMBIA
STATE AVG. 2/	3-35	3-48	3-60	3-65	3-66	3-68	3-85	3-91	3-96	3-96	3-96	3-99	3-99	4-05	4-06	4-10	4-16	4-25	4-35		STATE AVG. 2/
FEDERAL TAX	-	-	1	1-1.5	1	1	1	1	1	1	1-1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	FEDERAL TAX

1/ THE TAX RATES GIVEN WERE IN EFFECT DECEMBER 31 FOR ALL YEARS EXCEPT 1949. THE 1949 TAX RATES GIVEN WERE IN EFFECT AUGUST 1. FOR TAX RATES IN EARLIER YEARS, SEE COMPARABLE TABLE IN "HIGHWAY STATISTICS, SUMMARY TO 1945."

2/ WEIGHTED AVERAGE RATES BASED ON THE NET GALLONS TAXED.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSRELATIVE AMOUNTS OF MOTOR FUEL EXEMPTED OR REFUNDED FOR ALLEGED NONHIGHWAY USE \downarrow TABLE G-310
ISSUED AUGUST 1949

EXEMPTED OR REFUNDED IN PERCENT OF TOTAL MOTOR FUEL CONSUMED DURING YEAR	STATES										
	1941	1942	1943	1944	1945	1946	1947	1948			
0 - 4.9	ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MASSACHUSETTS, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, UTAH, VERMONT, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA	ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MASSACHUSETTS, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, UTAH, VERMONT, WYOMING, DISTRICT OF COLUMBIA	ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MASSACHUSETTS, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, UTAH, VERMONT, WYOMING, DISTRICT OF COLUMBIA	ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MASSACHUSETTS, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, UTAH, VERMONT, WYOMING, DISTRICT OF COLUMBIA	ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MASSACHUSETTS, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, UTAH, VERMONT, WYOMING, DISTRICT OF COLUMBIA	ALABAMA, ARKANSAS, CONNECTICUT, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MASSACHUSETTS, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, UTAH, VERMONT, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA	ALABAMA, ARKANSAS, CONNECTICUT, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MASSACHUSETTS, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, UTAH, VERMONT, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA	ALABAMA, ARKANSAS, CONNECTICUT, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MASSACHUSETTS, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, UTAH, VERMONT, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA	ALABAMA, ARKANSAS, CONNECTICUT, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MASSACHUSETTS, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, RHODE ISLAND, SOUTH CAROLINA, TENNESSEE, UTAH, VERMONT, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA		
5.0 - 9.9	CALIFORNIA, CONNECTICUT, DELAWARE, ILLINOIS, INDIANA, IOWA, KANSAS, MICHIGAN, MISSOURI, NEVADA, NEW JERSEY, NEW YORK, OHIO, VIRGINIA, WASHINGTON, WISCONSIN	CONNECTICUT, DELAWARE, MAINE, MARYLAND, MASSACHUSETTS, MICHIGAN, MISSOURI, NEW HAMPSHIRE, NEW YORK, NORTH CAROLINA, TENNESSEE, VIRGINIA, WASHINGTON, WISCONSIN	DELAWARE, MAINE, MARYLAND, MASSACHUSETTS, MISSOURI, NORTH CAROLINA, TENNESSEE, VIRGINIA, WASHINGTON, WISCONSIN	DELAWARE, MAINE, MARYLAND, MASSACHUSETTS, MISSOURI, NORTH CAROLINA, TENNESSEE, VIRGINIA, WASHINGTON, WISCONSIN	CONNECTICUT, DELAWARE, MAINE, MARYLAND, MASSACHUSETTS, MISSOURI, NEW YORK, OHIO, TENNESSEE, VIRGINIA, WASHINGTON	ARIZONA, DELAWARE, FLORIDA, IOWA, MARYLAND, MISSOURI, NEVADA, NEW JERSEY, NEW YORK, OHIO, WASHINGTON	ARIZONA, CALIFORNIA, DELAWARE, FLORIDA, MARYLAND, MASSACHUSETTS, MISSOURI, NEBRASKA, NEVADA, NEW JERSEY, NEW YORK, OHIO, VIRGINIA, WASHINGTON	ARIZONA, CALIFORNIA, DELAWARE, FLORIDA, MAINE, MARYLAND, MASSACHUSETTS, MISSOURI, NEBRASKA, NEVADA, NEW JERSEY, NEW YORK, NORTH CAROLINA, OHIO, TENNESSEE, VIRGINIA, WASHINGTON	ARIZONA, CALIFORNIA, DELAWARE, FLORIDA, MAINE, MARYLAND, MASSACHUSETTS, MISSOURI, NEBRASKA, NEVADA, NEW JERSEY, NEW YORK, NORTH CAROLINA, OHIO, TENNESSEE, VIRGINIA, WASHINGTON		
10.0 - 14.9	ARIZONA, COLORADO, MINNESOTA, NEW MEXICO, OKLAHOMA, OREGON, TEXAS	ARIZONA, CALIFORNIA, COLORADO, IDAHO, ILLINOIS, INDIANA, NEVADA, NEW JERSEY, NEW MEXICO, OHIO, OREGON	CALIFORNIA, CONNECTICUT, IDAHO, ILLINOIS, MARYLAND, NEW YORK, OHIO, VIRGINIA	ARIZONA, CALIFORNIA, CONNECTICUT, IDAHO, MICHIGAN, NEW JERSEY, NEW YORK, OHIO, WISCONSIN	ARIZONA, CALIFORNIA, IDAHO, INDIANA, NEVADA, NEW JERSEY, NEW MEXICO, OREGON	CALIFORNIA, ILLINOIS, INDIANA, MICHIGAN, NEW MEXICO, OREGON, WISCONSIN	IDAHO, ILLINOIS, INDIANA, NEW MEXICO, OREGON, WISCONSIN	IDAHO, ILLINOIS, INDIANA, NEW MEXICO, OREGON, WISCONSIN	IDAHO, ILLINOIS, INDIANA, NEW MEXICO, OREGON, WISCONSIN		
15.0 - 19.9	IOWA	IOWA, MINNESOTA, TEXAS	ARIZONA, COLORADO, INDIANA, NEVADA, NEW JERSEY, NEW MEXICO, OREGON, TEXAS, WISCONSIN	COLORADO, ILLINOIS, INDIANA, NEVADA, NEW MEXICO, OREGON, TEXAS	COLORADO, ILLINOIS, MICHIGAN, TEXAS, WISCONSIN	COLORADO, MINNESOTA, TEXAS	COLORADO, MICHIGAN, 2/ NORTH DAKOTA, TEXAS	COLORADO, TEXAS	COLORADO, TEXAS		
20.0 - 24.9	MONTANA, SOUTH DAKOTA	MONTANA, OKLAHOMA, SOUTH DAKOTA	MINNESOTA, OKLAHOMA	MINNESOTA	MINNESOTA, OKLAHOMA	MONTANA, OKLAHOMA	MINNESOTA, MONTANA, OKLAHOMA	MINNESOTA, OKLAHOMA	MINNESOTA, OKLAHOMA		
25.0 - 29.9	KANSAS		IDAHO, MONTANA	IDAHO, OKLAHOMA	IDAHO, MONTANA	IOWA	IOWA, SOUTH DAKOTA	IOWA, MONTANA	IOWA, MONTANA		
30.0 - 34.9		KANSAS	SOUTH DAKOTA	MONTANA, SOUTH DAKOTA		KANSAS, SOUTH DAKOTA	KANSAS	KANSAS, SOUTH DAKOTA	KANSAS, SOUTH DAKOTA		
35.0 - 39.9			KANSAS	KANSAS	KANSAS, SOUTH DAKOTA						
40.0 - 44.9	NORTH DAKOTA										
45.0 - 49.9											
50.0 - 54.9		NORTH DAKOTA									
55.0 - 59.9			NORTH DAKOTA								
60.0 - 64.9				NORTH DAKOTA	NORTH DAKOTA						

1/ SOME STATES DO NOT ALLOW FULL REFUND OR EXEMPTION FOR ALLEGED HIGHWAY USE. GALLONS ON WHICH PARTIAL REFUNDS OR EXEMPTIONS ARE ALLOWED IS CLASSIFIED AS REFUNDED OR EXEMPTED. THIS TABLE DOES NOT INCLUDE EXEMPTED OR REFUNDED USE BY FEDERAL GOVERNMENT.

2/ NORTH DAKOTA CHANGED FROM EXEMPTIONS TO REFUNDS EFFECTIVE JANUARY 1, 1947, BUT REFUND PAYMENTS DID NOT BEGIN UNTIL MAY. THE PERCENTAGE OF REFUNDS FOR 1947 IS THEREFORE BASED ON THE TAXED GALLONS FOR THE FULL YEAR, AND REFUNDS FOR ONLY PART OF A YEAR.

1/ SOME STATES DO NOT ALLOW FULL REFUND OR EXEMPTION FOR ALLEGED NONHIGHWAY USE. GALLONAGE ON WHICH PARTIAL REFUNDS OR EXEMPTIONS WERE ALLOWED IS CLASSIFIED AS REFUNDED OR EXEMPTED. THIS TABLE DOES NOT INCLUDE EXEMPTED OR REFUNDED USE BY FEDERAL GOVERNMENT.

2/ NORTH DAKOTA CHANGED FROM EXEMPTIONS TO REFUNDS EFFECTIVE JANUARY 1, 1947, BUT REFUND PAYMENTS DID NOT BEGIN UNTIL MAY. THE PERCENTAGE OF REFUNDS FOR 1947 IS THEREFORE BASED ON THE TAXED GALLONAGE FOR THE FULL YEAR, AND REFUNDS FOR ONLY PART OF A YEAR.

MOTOR VEHICLES

The record registration of 40,622,264 motor vehicles in 1948 (excluding an additional 529,062 owned by Federal, State, and local governments) reflected, as much as anything else, the vitality of the American economy. It also demonstrated that the war years had taught the public that motor vehicles, with reasonable maintenance, can be kept in use much longer than had previously been the practice. Many factors contributed to the rapid increase in the number of motor vehicles: wages, farm prices, and general economic activity were at or near all-time record levels; savings of the war years had broadened the field of potential vehicle ownership; and the population itself had increased to more than 147 millions. But probably the most important single factor was the increasing adaptation of the Nation's business and recreation to the use of motor vehicles. New living areas, business centers, and industrial developments were dependent on the motor vehicle as their primary means of transportation, and even older areas were rapidly increasing their dependence on highway transportation.

The motor-vehicle registration years of the States vary considerably, but most begin either January 1 or April 1. In order to obtain uniformity, the registration data given in table MV-1 are for the calendar year. The differences between registrations on this basis and those of the actual State registration years are small and from a statistical standpoint are of little significance.

Registration practices vary considerably among the States: several register busses with trucks or automobiles; some register tractor-semitrailers as one unit; others register tractors and semitrailers separately. Many States are unable to segregate house trailers or other light trailers from heavy commercial trailers and semitrailers, and others do not register these private utility trailers at all. There are numerous variations among the States in the registration of taxicabs, station wagons, and special-type vehicles that have been produced during and since World War II. It is therefore necessary in many cases to supplement data supplied by the States with information available from other sources.

Only a few States are able to supply information on diesel vehicles, but the number and importance of such vehicles, as well as others using nongasoline fuels such as butane, are increasing, and the States will undoubtedly find it necessary in the future to obtain additional information on these vehicles.

The motor-vehicle registrations given in the fol-

lowing tables do not include transfers or reregistrations. Insofar as possible, these and all other items that might cause duplication have been removed.

For publicly owned vehicles, only totals are given in table MV-1. Further classification of these vehicles is given in table MV-7. License plates for publicly owned vehicles are usually issued free, or for a nominal charge, and the States in many cases do not keep detailed records. Where the State records are not in sufficient detail to show separately the number of such automobiles, trucks, and busses, the segregation has been estimated by the Bureau of Public Roads.

In "Highway Statistics, 1947" there were presented for the first time selected data on motortruck registrations by weight and capacity classifications. The need for such information resulted in the preparation of weight and capacity data for 1948 registrations by 16 States, and the information they supplied is given in the tables on pages 32 and 33, together with a brief discussion.

The numbers of motor-vehicle operators' licenses issued during the year are given in table MV-12. These licenses are issued for different periods, predominantly one or two years, and there is no way of determining precisely the number of existing valid licenses at a given time. Because of the interest in the subject, particularly by those engaged in highway safety, driver training, and associated work, the tabulation of operators' licenses has been expanded for the first time for 1948 to include an estimate by the Bureau of Public Roads of the valid operators' licenses existing at the end of the year.

The taxes and fees connected with State motor-vehicle registration are given in table MV-2, and special taxes on motor carriers are given in table MC-1. The diversity of the numerous taxes and fees collected makes it necessary to group them into broad, general classes, the most important being registration fees. All amounts reported are from taxes or fees levied only upon motor-vehicle users. Taxes applicable to the general public, and collected from motor-vehicle owners as well as others, are not included. The total receipts shown in tables MV-2 and MC-1 are the motor-vehicle and motor-carrier portions, respectively, of total State highway-user revenues. Some of these revenues are later used for nonhighway purposes, but it is their source, rather than the purpose for which they are expended, that determines their inclusion here.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE MOTOR - VEHICLE REGISTRATIONS-1948

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 1/

TABLE MW-1, 1948
ISSUED APRIL 1949

STATE	MOTOR VEHICLES				TRAILERS AND SEMITRAILERS				MOTORCYCLES				COMPARISON OF REGISTRATIONS OF PRIVATE AND COMMERCIAL MOTOR VEHICLES, 1947-1948			
	PRIVATE AND COMMERCIAL				PUBLICLY OWNED				PRIVATE AND COMMERCIAL				TOTAL			
	TOTAL	AUTOMOBILES (INCLUDING TAXICABS)	BUSES	TRUCKS AND TRACTOR TRAILERS	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL	PRIVATE AND COMMERCIAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL	TOTAL	PRIVATE AND COMMERCIAL	TOTAL	INCREASE 1947	PERCENT INCREASE	STATE
ALABAMA	541,029	513,074	3,859	137,511	8,019	1,406	7,423	9,153	34	9,019	8,720	8,650	189,000	10,081	10.1	ALABAMA
ARIZONA	210,702	210,702	813	49,637	5,705	2,477	3,228	20,045	16	20,029	3,450	3,450	106,000	29,575	8.4	ARIZONA
ARKANSAS	389,410	389,410	1,276	124,630	6,977	2,905	4,072	26,258	5	26,253	3,318	3,279	332,058	29,575	8.4	ARKANSAS
CALIFORNIA	3,786,813	3,748,307	3,194,226	547,280	50,506	6,200	44,306	369,594	48	369,546	60,653	60,653	3,478,500	269,807	7.8	CALIFORNIA
COLORADO	469,415	462,336	1,949	104,299	7,929	2,293	4,725	17,115	30	17,085	4,959	4,890	422,925	39,411	9.3	COLORADO
CONNECTICUT	88,316	87,052	2,797	18,304	1,260	117	1,143	10,388	2	10,386	4,755	4,755	52,000	5,245	6.5	CONNECTICUT
DELAWARE	782,435	770,935	2,837	151,666	11,500	1,406	10,094	70,415	14	70,401	15,843	15,552	693,071	77,864	11.2	DELAWARE
FLORIDA	716,287	707,817	3,641	103,152	8,470	1,891	6,579	27,070	7	27,063	9,455	9,221	648,535	59,282	9.1	FLORIDA
GEORGIA	397,723	390,974	3,169	70,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	GEORGIA
IDaho	2,251,853	2,207,659	3,169	302,018	11,807	2,473	9,334	55,069	4	55,065	30,259	30,259	2,177,410	174,543	10.8	IDaho
ILLINOIS	1,304,824	1,292,457	1,939,447	227,480	9,367	770	8,597	133,711	4	133,707	15,501	15,201	1,151,157	144,300	12.5	ILLINOIS
INDIANA	897,755	887,198	724,281	151,695	10,557	544	10,013	134,599	1	134,598	11,244	11,172	816,785	70,413	8.6	INDIANA
IOWA	281,870	281,870	1,222	151,695	10,557	544	10,013	134,599	1	134,598	11,244	11,172	816,785	70,413	8.6	IOWA
KANSAS	739,149	739,149	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	KANSAS
KENTUCKY	518,401	518,401	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	KENTUCKY
LOUISIANA	518,401	518,401	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	LOUISIANA
MAINE	251,870	251,870	1,222	151,695	10,557	544	10,013	134,599	1	134,598	11,244	11,172	816,785	70,413	8.6	MAINE
MARYLAND	574,005	574,005	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	MARYLAND
MASSACHUSETTS	2,005,949	2,005,949	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	MASSACHUSETTS
MICHIGAN	977,474	968,478	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	MICHIGAN
MINNESOTA	397,723	390,974	3,169	70,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	MINNESOTA
MISSISSIPPI	1,142,225	1,142,225	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	MISSISSIPPI
MISSOURI	1,142,225	1,142,225	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	MISSOURI
MONTANA	509,666	509,666	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	MONTANA
NEBRASKA	509,666	509,666	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	NEBRASKA
NEVADA	63,224	63,224	894	13,425	2,224	793	1,431	4,494	30	4,464	5,641	5,581	426,847	36,068	7.9	NEVADA
NEW HAMPSHIRE	100,487	100,487	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	NEW HAMPSHIRE
NEW JERSEY	1,331,719	1,331,719	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	NEW JERSEY
NEW MEXICO	178,259	178,259	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	NEW MEXICO
NEW YORK	3,155,072	3,155,072	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	NEW YORK
NORTH CAROLINA	889,337	889,337	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	NORTH CAROLINA
NORTH DAKOTA	235,743	235,743	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	NORTH DAKOTA
OHIO	2,299,438	2,299,438	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	OHIO
OKLAHOMA	2,005,949	2,005,949	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	OKLAHOMA
OREGON	574,331	564,777	2,131,326	9,112	402,194	2,040	20,154	80,823	5	1,036	31,407	30,888	2,306,686	175,946	7.4	OREGON
PENNSYLVANIA	2,570,792	2,570,792	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	PENNSYLVANIA
RHODE ISLAND	224,244	224,244	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	RHODE ISLAND
SOUTH CAROLINA	249,559	249,559	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	SOUTH CAROLINA
SOUTH DAKOTA	672,552	672,552	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	SOUTH DAKOTA
TENNESSEE	2,301,438	2,301,438	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	TENNESSEE
TEXAS	2,271,970	2,271,970	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	TEXAS
UTAH	200,908	200,908	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	UTAH
VIRGINIA	759,010	759,010	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	VIRGINIA
WASHINGTON	791,226	791,226	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	WASHINGTON
WEST VIRGINIA	400,147	400,147	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	WEST VIRGINIA
WISCONSIN	1,042,035	1,042,035	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	WISCONSIN
WYOMING	171,188	171,188	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	WYOMING
DISTRICT OF COLUMBIA	171,188	171,188	3,169	170,705	1,807	2,473	1,334	24,717	2	24,715	9,455	9,221	350,717	26,204	13.7	DISTRICT OF COLUMBIA
TOTAL	41,151,326	40,622,744	133,430	7,227,380	559,082	78,412	450,670	2,354,567	734	17,231	432,165	439,591	37,300,463	3,204,801	8.7	TOTAL

1/ REGISTRATION PERIODS ENDING NOT EARLIER THAN NOVEMBER 30 AND NOT LATER THAN JANUARY 31 ARE CONSIDERED CALENDAR-YEAR PERIODS. IN THOSE STATES WHERE THE REGISTRATION PERIOD IS DEFINITELY REMOVED FROM THE CALENDAR YEAR, REGISTRATION FIGURES ARE GIVEN FOR THE CALENDAR YEAR IN WHICH THE PERIOD ENDED. IN OTHER STATES, THE PERIODS ARE GIVEN FOR THE CALENDAR YEAR IN WHICH THE PERIOD ENDED. IN THOSE STATES WHERE THE PERIOD IS DEFINITELY REMOVED FROM THE CALENDAR YEAR, REGISTRATION FIGURES ARE GIVEN FOR THE CALENDAR YEAR IN WHICH THE PERIOD ENDED. IN OTHER STATES, THE PERIODS ARE GIVEN FOR THE CALENDAR YEAR IN WHICH THE PERIOD ENDED.

2/ IN THOSE STATES WHERE THE REGISTRATION PERIOD IS DEFINITELY REMOVED FROM THE CALENDAR YEAR, REGISTRATION FIGURES ARE GIVEN FOR THE CALENDAR YEAR IN WHICH THE PERIOD ENDED. IN OTHER STATES, THE PERIODS ARE GIVEN FOR THE CALENDAR YEAR IN WHICH THE PERIOD ENDED. IN THOSE STATES WHERE THE PERIOD IS DEFINITELY REMOVED FROM THE CALENDAR YEAR, REGISTRATION FIGURES ARE GIVEN FOR THE CALENDAR YEAR IN WHICH THE PERIOD ENDED. IN OTHER STATES, THE PERIODS ARE GIVEN FOR THE CALENDAR YEAR IN WHICH THE PERIOD ENDED.

3/ FOR DETAIL OF BUS REGISTRATIONS, SEE TABLE MW-10, TO BE PUBLISHED LATER.

4/ FOR DETAIL OF TRUCK AND TRACTOR-TRAILER REGISTRATIONS, SEE TABLE MW-2, TO BE PUBLISHED LATER.

5/ DOES NOT INCLUDE VEHICLES OWNED BY THE MILITARY SERVICES, OR BY THE MARITIME COMMISSION, FOR CLASSIFICATION OF FEDERAL VEHICLES, SEE TABLE MW-7.

6/ DOES NOT INCLUDE VEHICLES OWNED BY THE MILITARY SERVICES, OR BY THE MARITIME COMMISSION, FOR CLASSIFICATION OF FEDERAL VEHICLES, SEE TABLE MW-7.

7/ FIGURES FOR TRAILERS AND SEMITRAILERS ARE GIVEN BY STATE, COUNTY, AND MUNICIPAL VEHICLES. THE REGISTRATION HAS BEEN APPROXIMATED FROM OTHER DATA AVAILABLE FOR CLASSIFICATION OF STATE, COUNTY, AND MUNICIPAL VEHICLES. SEE TABLE MW-2.

8/ ARE DUE TO THE FACT THAT SOME STATES REQUIRE THE REGISTRATION OF MOTOR TRAILERS, LIGHT UTILITY TRAILERS, AND SIMILAR VEHICLES, WHEREAS OTHER STATES REGISTER ONLY FREIGHT-CARRYING TRAILERS AND SEMITRAILERS.

9/ INCLUDES 1,319 AUTOMOBILES OF THE DIPLOMATIC CORPS.

10/ INCLUDES 1,319 AUTOMOBILES OF THE DIPLOMATIC CORPS.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE MOTOR-VEHICLE RECEIPTS - 1948

TABLE MV-2, 1948
ISSUED APRIL 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 1/

STATE	REGISTRATION FEES				MISCELLANEOUS RECEIPTS										TOTAL	STATE			
	MOTOR VEHICLES			TOTAL	TRAILERS	MOTOR- CYCLES	DEALERS LICENSES	OPERATORS AND CHAUF- FEURS PERMITS	CERTIF- ICATE OF TITLE FEES	SPECIAL TITLING TAXES 2/	FINES AND PENAL- TIES	TRANSFER OR REGIS- TRATION FEES	ESTIMATED SERVICE CHARGES, LOCAL COLLEC- TIONS 3/	CARAVAN FEES 4/			OTHER RECEIPTS LESS UNCLAS- SIFIED REFUNDS		
	AUTO- MOBILES (INCLUDING TAXICABS)	BUSSES	TRUCKS AND TRACTOR TRUCKS																
ALABAMA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	8,852	4,954	2,491	7,737	7,894	127	30	7,894	5	113	-	543	-	286	-	11	948	ALABAMA	
ARIZONA	2,782	553	74	1,850	2,239	377	12	2,239	13	55	140	-	27	-	-	283	543	ARIZONA	
ARIZONA	6,311	3,000	194	5,177	5,460	276	6	5,460	66	609	-	5,460	-	-	114	20	851	ARIZONA	
CALIFORNIA 5/	87,576	47,726	6/ 25,181	72,997	81,145	7,630	608	81,145	64	2,510	-	-	745	1,704	372	1,036	6,431	CALIFORNIA 5/	
COLORADO	4,379	1,895	6/ 1,184	3,079	3,253	166	8	3,253	43	372	246	-	263	26	-	111	1,256	COLORADO	
CONNECTICUT	3,978	3,978	270	72	3,472	103	13	3,472	103	2,410	-	48	-	-	-	172	3,059	CONNECTICUT	
DELAWARE	1,641	576	6/ 616	1,192	1,616	95	3	1,616	62	1,348	446	-	141	-	-	38	351	DELAWARE	
FLORIDA	18,638	9,190	5,080	14,885	16,016	1,113	78	16,016	8	1,348	-	-	50	-	-	495	2,622	FLORIDA	
GEORGIA	4,829	1,651	1,066	3,144	3,720	563	13	3,720	44	1,010	-	-	-	-	-	37	1,109	GEORGIA	
IDAH0	2,425	786	1,098	1,903	2,111	198	10	2,111	42	150	-	-	-	-	-	11	314	IDAH0	
ILLINOIS	34,292	18,036	11,686	30,134	30,673	463	76	30,673	218	1,792	589	-	18	339	-	663	3,619	ILLINOIS	
INDIANA 1/	15,338	8,359	3,354	11,969	12,932	936	27	12,932	115	1,140	285	-	76	170	-	70	2,406	INDIANA 1/	
IOWA	17,926	10,072	6/ 6,754	16,836	17,353	482	45	17,353	130	321	-	-	-	219	-	-	573	IOWA	
KANSAS	3,330	3,330	6/ 1,148	5,328	5,578	209	41	5,578	62	82	188	-	166	112	-	42	652	KANSAS	
KENTUCKY	1,994	499	2,814	5,267	5,280	(8/ 1)	13	5,280	54	731	-	4,289	-	2	-	10	5,758	KENTUCKY	
LOUISIANA	5,662	1,258	2,735	4,223	5,281	1,037	7	5,281	7	238	-	-	-	-	-	136	381	LOUISIANA	
MAINE	5,731	2,518	41	4,688	4,752	50	14	4,752	94	648	-	-	-	168	-	46	979	MAINE	
MARYLAND	4,374	4,648	412	7,253	7,837	562	22	7,837	89	373	243	4,924	767	121	-	20	6,537	MARYLAND	
MASSACHUSETTS	9,223	3,297	2,211	5,666	5,755	59	10	5,755	74	3,323	-	-	-	181	-	-110	3,468	MASSACHUSETTS	
MICHIGAN	35,141	9/ 18,465	9/ 10,883	29,288	31,955	2,613	54	31,955	128	1,314	1,029	-	-	464	-	251	3,186	MICHIGAN	
MINNESOTA	17,005	8,862	231	15,068	16,030	917	45	16,030	84	411	-	-	271	-	-	206	976	MINNESOTA	
MISSISSIPPI	5,705	2,149	380	5,235	5,273	24	14	5,273	32	359	-	-	35	-	-	4	433	MISSISSIPPI	
MISSOURI	14,647	9,051	6/ 3,854	12,905	13,225	233	87	13,225	147	456	538	-	-	222	-	7	1,422	MISSOURI	
MONTANA	2,514	1,171	571	1,760	1,815	52	3	1,815	30	389	-	-	132	52	-	52	699	MONTANA	
NEBRASKA	4,568	1,650	63	3,857	3,965	98	10	3,965	57	101	167	-	-	73	-	139	603	NEBRASKA	
NEVADA	237	237	191	429	458	27	2	458	4	26	-	-	-	19	-	13	82	NEVADA	
NEW HAMPSHIRE	1,555	3,738	10/ 1,571	3,126	3,137	(10/ 1)	11	3,137	36	435	-	-	100	-	-	30	601	NEW HAMPSHIRE	
NEW JERSEY	30,969	13,167	7,102	20,659	21,897	1,217	21	21,897	93	5,321	1,328	-	383	222	-	1,725	9,072	NEW JERSEY	
NEW MEXICO	3,282	1,404	159	2,688	2,823	150	5	2,823	21	291	52	-	-	-	-	84	459	NEW MEXICO	
NEW YORK	69,482	40,445	546	17,142	19,920	1,696	91	19,920	219	2,428	-	-	973	1,212	-	630	5,462	NEW YORK	
NORTH CAROLINA	16,714	6,421	7,299	13,979	14,998	869	150	14,998	80	683	291	-	-	226	-	305	1,716	NORTH CAROLINA	
NORTH DAKOTA	3,516	1,841	18	3,291	3,304	7	6	3,304	29	62	40	-	-	45	-	5	212	NORTH DAKOTA	
OHIO	44,024	19,918	890	35,430	39,016	3,460	126	39,016	325	1,121	1,589	-	225	288	1,142	302	5,008	OHIO	
OKLAHOMA	12,714	6,039	243	9,786	11,357	1,531	50	11,357	91	383	-	-	-	-	451	26	1,347	OKLAHOMA	
OREGON	2,243	1,569	11/ 9	3,234	3,361	106	21	3,361	40	345	-	-	294	-	-	99	1,204	OREGON	
PENNSYLVANIA	47,559	20,377	1,243	37,076	38,885	1,735	74	38,885	373	4,005	2,499	-	-	8	-	451	5,704	PENNSYLVANIA	
RHODE ISLAND	4,028	2,337	78	3,270	3,289	10	9	3,289	17	595	-	-	-	-	-	43	739	RHODE ISLAND	
SOUTH CAROLINA	4,116	1,353	106	3,235	3,604	361	8	3,604	117	267	-	-	39	50	-	19	512	SOUTH CAROLINA	
SOUTH DAKOTA	2,447	1,545	129	2,221	2,355	129	5	2,355	30	-	31	-	-	-	-	31	92	SOUTH DAKOTA	
TENNESSEE	10,002	3,972	553	8,970	9,999	(8/ 1)	29	9,999	43	97	-	-	222	129	339	45	1,003	TENNESSEE	
TEXAS	51,590	19,334	992	44,611	48,294	3,234	123	48,294	170	1,201	716	10,134	-	748	-	387	13,356	TEXAS	
UTAH	2,211	795	10/ 1,240	2,005	2,009	(10/ 1)	4	2,009	25	47	93	-	3	-	-	15	202	UTAH	
VERMONT	3,793	1,956	21	3,317	3,357	32	8	3,357	36	392	432	-	-	-	-	-3	441	VERMONT	
VIRGINIA	11,004	5,454	3,112	6,777	9,901	1,090	34	9,901	78	392	-	-	-	239	-	-	1,103	VIRGINIA	
WASHINGTON 5/	14,259	6,177	191	11,618	13,039	1,372	49	13,039	33	280	149	-	370	201	215	2	30	1,320	WASHINGTON 5/
WEST VIRGINIA	12,008	5,056	82	7,780	7,922	158	24	7,922	90	451	238	-	-	76	-	35	4,716	WEST VIRGINIA	
WISCONSIN	18,213	10,726	513	16,730	17,633	863	40	17,633	100	218	5	-	-	242	-	15	1,580	WISCONSIN	
WYOMING	1,195	393	15	1,593	1,595	85	3	1,595	26	31	-	-	-	20	-	5	203	WYOMING	
DISTRICT OF COLUMBIA	3,067	800	25	1,454	1,501	43	4	1,501	12	305	79	-	911	13	-	325	1,566	DISTRICT OF COLUMBIA	
TOTAL	717,794	343,786	11,081	216,099	570,926	36,527	2,161	609,614	3,859	39,852	12,333	22,593	6,997	9,685	3,640	905	6,316	108,180	TOTAL

1/ RECEIPTS FOR REGISTRATION PERIODS ENDING NOT EARLIER THAN NOVEMBER 30 AND NOT LATER THAN JANUARY 31 ARE CONSIDERED CALENDAR-YEAR RECEIPTS. IN STATES WHERE THE REGISTRATION PERIOD IS DEFINITELY REMOVED FROM THE CALENDAR YEAR, REGISTRATION RECEIPTS WERE OBTAINED FOR THE CALENDAR-YEAR PERIOD.

2/ SPECIAL TITLE TAXES IMPOSED UNDER GENERAL SALES TAX LAWS ARE NOT INCLUDED. 3/ IN MANY STATES COUNTY OR LOCAL OFFICERS ARE ALLOWED SERVICE CHARGES FOR ISSUING REGISTRATIONS, OPERATORS LICENSES, ETC. SOME OF THESE CHARGES ARE INCLUDED WITH REGISTRATION AND OTHER FEES. THE AMOUNTS SHOWN IN THIS COLUMN ARE ESTIMATES OF SERVICE CHARGES THAT ARE COLLECTED AND RETAINED BY LOCAL OFFICIALS AND NOT REPORTED ELSEWHERE IN THIS TABLE.

4/ FEES CHARGED FOR THE PRIVILEGE OF TRANSPORTING VEHICLES TO BE SOLD ARE USUALLY TERMED CARAVAN FEES, BUT ARE ALSO KNOWN AS IN-TRANSIT LICENSES, TOWING FEES, AND SPECIAL LICENSES.

5/ PROPERTY TAXES FORMERLY LEVIED ON MOTOR VEHICLES HAVE BEEN REPLACED BY "VEHICLE LICENSE FEES" IN CALIFORNIA AND BY "MOTOR-VEHICLE EXCISE TAXES" IN WASHINGTON. BECAUSE OF THE ORIGIN OF THESE TAXES, THE ADMINISTRATIVE OFFICERS OF THE TWO STATES DO NOT CONSIDER THEM TO BE ROAD-USER TAXES. THE AMOUNTS INCLUDED WITH REGISTRATION FEES IN THIS TABLE ARE AS FOLLOWS: CALIFORNIA, AUTOMOBILES \$29,974,000, TRUCKS AND BUSES \$7,995,000, TRAILERS \$2,641,000, MOTORCYCLES \$240,000; WASHINGTON,

6/ BUS FEES ARE INCLUDED WITH THOSE OF TRUCKS.

7/ SEGREGATION OF INDIANA MISCELLANEOUS MOTOR-VEHICLE RECEIPTS WAS NOT AVAILABLE AND HAS BEEN ESTIMATED BY PUBLIC ROADS ADMINISTRATION.

8/ HEAVY SEMI-TRAILERS ARE REGISTERED WITH THE TRACTOR AS ONE UNIT. FULL TRAILERS ARE NOT PERMITTED. AUTOMOBILE TRAILERS ARE PERMITTED BUT ARE NOT REQUIRED TO REGISTER.

9/ TAXICAB AND BUS FEES ARE INCLUDED WITH THOSE OF TRUCKS.

10/ BUS AND TRAILER FEES ARE INCLUDED WITH THOSE OF TRUCKS.

11/ THE SUBSTANTIAL REDUCTION IN OREGON TRUCK AND BUS REGISTRATION REVENUES WAS ACCOMPANIED BY A SUBSTANTIAL INCREASE IN MOTOR-CARRIER REVENUES. SEE TABLE MC-1.

12/ FEES FOR TRUCKS UNDER 1,500 POUNDS CAPACITY ARE INCLUDED WITH THOSE OF PASSENGER CARS.

PUBLICLY OWNED VEHICLES IN THE UNITED STATES - 1948

COMPILED FOR THE CALENDAR YEAR

TABLE MV-7, 1948
ISSUED APRIL 1949

STATE	FEDERAL 1/					STATE, COUNTY, AND MUNICIPAL 3/					ALL PUBLICLY OWNED VEHICLES		STATE			
	MOTOR VEHICLES					MOTOR- CYCLES 2/	MOTOR VEHICLES			MOTOR- CYCLES	TOTAL INCLUDING TRAILERS AND MOTOR- CYCLES					
	AUTO- MOBILES	BUSSES	TRUCKS AND TRACTOR TRUCKS	TOTAL	TRAILERS AND SEMI- TRAILERS 2/		TOTAL	TRUCKS AND TRACTOR TRUCKS								
									AUTO- MOBILES			BUSSES		TOTAL		
ALABAMA	889	7	1,000	1,496	34	-	1,530	1,218	1,757	4,448	7,423	105	7,628	8,919	9,158	ALABAMA
ARIZONA	819	28	1,600	2,477	16	-	2,493	885	1,465	1,878	3,228	264	3,547	5,705	6,040	ARIZONA
ARKANSAS	221	4	1,680	2,905	5	-	910	479	1,361	4,232	6,072	298	6,409	6,977	7,319	ARKANSAS
CALIFORNIA	2,100	51	4,049	6,200	48	4	6,252	14,809	766	28,731	44,306	3,050	49,597	50,506	55,849	CALIFORNIA
COLORADO	737	14	1,483	2,234	30	2	2,266	796	567	3,612	4,975	125	5,160	7,209	7,426	COLORADO
CONNECTICUT	99	-	286	385	-	-	93	2,651	3,445	6,189	434	105	6,728	6,574	7,113	CONNECTICUT
DELAWARE	119	7	556	1,119	14	-	1,199	459	1,790	582	1,183	107	1,336	1,260	1,455	DELAWARE
FLORIDA	489	4	910	1,406	14	-	1,420	2,059	6,445	10,694	12,539	532	10,919	11,500	12,339	FLORIDA
GEORGIA	651	20	1,230	1,891	7	-	1,898	845	1,401	4,337	6,570	133	6,946	8,470	8,844	GEORGIA
IDAHO	933	23	1,587	2,520	21	-	2,541	1,022	1,422	3,097	2,827	231	3,071	4,414	4,679	IDAHO
ILLINOIS	1,181	20	1,684	2,843	5	-	2,848	5,026	640	9,408	15,474	353	16,372	17,887	18,790	ILLINOIS
INDIANA	763	4	523	770	4	-	774	2,614	950	5,033	8,597	314	9,211	9,367	9,985	INDIANA
IOWA	149	5	390	544	1	-	545	1,616	2,224	6,173	10,013	805	10,888	10,557	11,433	IOWA
KANSAS	174	12	515	707	6	-	707	1,728	681	5,274	7,683	-	7,683	8,384	8,590	KANSAS
KENTUCKY	254	11	467	732	19	-	751	1,184	601	5,101	6,846	-	6,846	7,578	7,597	KENTUCKY
LOUISIANA	389	7	632	1,028	7	1	1,036	1,821	441	2,722	4,984	208	5,261	6,012	6,597	LOUISIANA
MAINE	120	2	224	346	-	-	346	646	196	1,365	2,807	323	3,250	3,153	3,596	MAINE
MARYLAND	463	3	696	1,162	15	-	1,177	1,795	153	4,813	3,761	120	3,926	4,963	5,103	MARYLAND
MASSACHUSETTS	379	8	948	1,335	3	-	1,338	2,750	33	4,408	11,231	-	11,231	12,469	12,597	MASSACHUSETTS
MICHIGAN	346	1	865	1,237	2	-	1,238	5,316	3,000	17,067	25,383	-	25,383	26,640	26,922	MICHIGAN
MINNESOTA	327	8	789	1,104	17	-	1,211	1,452	1,443	4,207	7,802	430	8,355	8,996	9,566	MINNESOTA
MISSISSIPPI	233	11	857	1,101	24	-	1,125	1,565	1,764	3,319	5,648	65	5,714	6,839	7,099	MISSISSIPPI
MISSOURI	463	1	1,078	1,543	9	-	1,547	1,291	897	4,368	6,556	90	6,647	8,099	8,194	MISSOURI
MONTANA	800	14	1,544	2,338	2	-	2,367	536	143	2,392	3,071	160	3,235	5,429	5,602	MONTANA
NEBRASKA	358	5	565	928	11	-	939	1,285	254	3,384	4,923	273	5,256	5,851	6,195	NEBRASKA
NEVADA	268	20	505	799	30	-	823	329	81	1,021	1,431	61	1,508	2,231	2,331	NEVADA
NEW HAMPSHIRE	42	-	165	207	-	-	207	677	6	2,632	3,305	85	3,390	3,512	3,597	NEW HAMPSHIRE
NEW JERSEY	259	4	663	926	15	-	941	4,614	-	8,657	13,271	-	13,717	14,197	14,658	NEW JERSEY
NEW MEXICO	767	133	1,954	2,854	25	4	2,883	387	-	1,399	1,786	33	1,819	4,440	4,702	NEW MEXICO
NEW YORK	1,163	26	2,451	3,640	4	1	3,645	10,566	5,293	19,432	35,541	1,014	38,560	39,181	41,701	NEW YORK
NORTH CAROLINA	320	44	1,099	1,768	11	-	1,809	2,356	6,063	17,333	20,742	1,352	17,024	16,651	18,194	NORTH CAROLINA
NORTH DAKOTA	263	4	428	737	5	-	742	233	44	1,683	1,468	-	1,466	2,199	2,208	NORTH DAKOTA
OHIO	510	17	1,314	1,841	10	3	1,854	5,165	8,209	11,501	24,875	1,582	26,842	26,716	28,696	OHIO
OKLAHOMA	508	12	1,775	1,295	20	-	1,315	1,389	3,187	4,354	8,930	233	9,163	10,225	10,478	OKLAHOMA
OREGON	654	17	1,341	2,040	30	6	2,046	2,252	1,162	4,136	7,550	374	7,924	9,554	9,964	OREGON
PENNSYLVANIA	645	17	1,378	2,040	5	3	2,048	8,468	788	16,864	26,120	1,096	27,672	28,160	29,720	PENNSYLVANIA
RHODE ISLAND	35	1	99	135	3	-	138	777	57	1,226	2,060	36	2,179	2,195	2,317	RHODE ISLAND
SOUTH CAROLINA	221	2	529	752	7	-	759	1,604	1,847	7,285	7,285	76	7,361	8,037	8,120	SOUTH CAROLINA
SOUTH DAKOTA	362	68	752	1,182	9	-	1,191	378	75	1,603	2,056	25	2,263	3,414	3,414	SOUTH DAKOTA
TENNESSEE	1,476	264	3,687	4,827	104	-	4,931	1,356	1,219	4,778	7,355	31	7,386	12,182	12,317	TENNESSEE
TEXAS	1,494	37	2,430	4,071	37	12	4,120	4,856	6,395	14,346	25,597	903	26,868	29,668	30,968	TEXAS
UTAH	37	2	817	1,814	35	-	1,916	182	469	1,559	2,614	27	2,681	3,795	3,897	UTAH
VERMONT	78	2	134	214	3	-	217	53	153	716	716	-	716	930	933	VERMONT
VIRGINIA	430	16	1,222	1,668	13	10	1,691	4,145	1,718	3,182	9,045	225	9,417	10,713	11,108	VIRGINIA
WASHINGTON	1,800	539	4,220	6,559	53	2	6,614	1,729	1,229	7,850	12,939	420	13,589	19,498	20,203	WASHINGTON
WEST VIRGINIA	140	3	330	473	1	-	474	1,611	1,267	3,305	6,183	107	6,556	6,782	6,782	WEST VIRGINIA
WISCONSIN	248	15	666	999	1	-	990	1,613	940	10,403	12,956	406	13,498	13,885	14,568	WISCONSIN
WYOMING	417	6	878	1,301	6	-	1,306	367	239	1,216	1,822	143	1,965	3,123	3,271	WYOMING
DISTRICT OF COLUMBIA	580	18	996	1,594	6	51	1,651	1,674	-	910	2,584	147	2,645	4,178	4,494	DISTRICT OF COLUMBIA
TOTAL	24,521	1,531	52,360	78,412	734	101	79,247	112,468	62,592	275,590	450,650	17,231	476,354	529,062	555,601	TOTAL
1/ ONLY THE VEHICLES OF THE CIVILIAN BRANCHES OF THE FEDERAL GOVERNMENT ARE GIVEN IN THIS TABLE. VEHICLES OF THE MILITARY SERVICES AND THE MARINE CORPS ARE NOT INCLUDED.																
2/ THE TRAILER AND MOTORCYCLE FIGURES GIVEN ARE FOR 1946. DATA FOR 1947 AND 1948 WERE NOT AVAILABLE.																
3/ THIS INFORMATION, COMPILED CHIEFLY FROM REPORTS OF STATE AUTHORITIES, IS INCOMPLETE IN MANY CASES. SOME STATES GIVE STATE-OWNED VEHICLES ONLY; OTHERS EXCLUDE FROM REGISTRATION CERTAIN CLASSES, SUCH AS FIRE APPARATUS.																

1/ ONLY THE VEHICLES OF THE CIVILIAN BRANCHES OF THE FEDERAL GOVERNMENT ARE GIVEN IN THIS TABLE. VEHICLES OF THE MILITARY SERVICES, AND THE MARITIME COMMISSION, ARE NOT INCLUDED.
2/ THE TRAILER AND MOTORCYCLE FIGURES GIVEN ARE FOR 1960. DATA FOR 1947 AND 1948 WERE NOT AVAILABLE.
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DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

NUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS

REGISTERED IN 1948 1/

COMPILED FOR THE CALENDAR YEAR

TABLE MV-9, 1948
ISSUED JUNE 1949

STATE	PRIVATE AND COMMERCIAL					PUBLICLY OWNED			GRAND TOTAL	STATE
	GASOLINE			DIESEL TRUCKS AND TRACTOR TRUCKS 3/	TOTAL	BY FEDERAL GOVERNMENT	BY STATE, COUNTY, AND MUNICIPAL GOVERNMENTS	TOTAL		
	TRUCKS 2/	TRACTOR TRUCKS	TOTAL							
ALABAMA	137,511	-	137,511	-	137,511	1,000	4,448	5,448	142,959	ALABAMA
ARIZONA	47,191	-	47,191	1,446	48,637	1,600	1,878	3,478	52,115	ARIZONA
ARKANSAS	119,298	5,332	124,630	-	124,630	680	4,232	4,912	129,542	ARKANSAS
CALIFORNIA	527,453	19,827	547,280	-	547,280	4,049	28,731	32,780	580,060	CALIFORNIA
COLORADO	102,853	3,011	105,864	375	106,239	1,483	3,612	5,095	111,334	COLORADO
CONNECTICUT	83,455	2,380	85,835	40	85,875	286	3,445	3,731	89,606	CONNECTICUT
DELAWARE	18,304	-	18,304	-	18,304	84	582	666	18,970	DELAWARE
FLORIDA	151,508	-	151,508	158	151,666	910	6,245	7,155	158,821	FLORIDA
GEORGIA	163,192	-	163,192	-	163,192	1,230	4,333	5,563	168,755	GEORGIA
IDAHO	60,247	85	60,332	-	60,332	1,231	1,937	3,168	63,500	IDAHO
ILLINOIS	302,618	-	302,618	-	302,618	1,684	9,808	11,492	314,110	ILLINOIS
INDIANA	227,480	-	227,480	-	227,480	523	5,033	5,556	233,036	INDIANA
IOWA	151,695	-	151,695	-	151,695	390	6,173	6,563	158,258	IOWA
KANSAS	178,459	-	178,459	-	178,459	515	5,274	5,789	184,248	KANSAS
KENTUCKY	136,727	-	136,727	-	136,727	467	5,101	5,568	142,295	KENTUCKY
LOUISIANA	118,455	-	118,455	-	118,455	632	2,722	3,354	121,809	LOUISIANA
MAINE	60,245	693	60,938	-	60,938	224	1,965	2,189	63,127	MAINE
MARYLAND	91,218	4,176	95,394	-	95,394	696	1,813	2,509	97,903	MARYLAND
MASSACHUSETTS	149,740	-	149,740	-	149,740	948	8,408	9,356	159,096	MASSACHUSETTS
MICHIGAN	233,516	-	233,516	-	233,516	885	17,067	17,952	251,468	MICHIGAN
MINNESOTA	167,868	-	167,868	-	167,868	789	4,907	5,696	173,564	MINNESOTA
MISSISSIPPI	124,642	208	124,850	531	125,381	857	3,319	4,176	129,557	MISSISSIPPI
MISSOURI	222,608	-	222,608	-	222,608	1,078	4,368	5,446	228,054	MISSOURI
MONTANA	68,347	550	68,897	262	69,159	1,544	2,392	3,936	73,095	MONTANA
NEBRASKA	108,487	-	108,487	128	108,615	565	3,384	3,949	112,564	NEBRASKA
NEVADA	13,425	-	13,425	-	13,425	505	1,021	1,526	14,951	NEVADA
NEW HAMPSHIRE	36,779	-	36,779	-	36,779	165	2,622	2,787	39,566	NEW HAMPSHIRE
NEW JERSEY	199,260	-	199,260	-	199,260	663	8,657	9,320	208,580	NEW JERSEY
NEW MEXICO	45,071	-	45,071	367	45,438	1,954	1,399	3,353	48,791	NEW MEXICO
NEW YORK	422,758	-	422,758	-	422,758	2,451	19,682	22,133	444,891	NEW YORK
NORTH CAROLINA	169,040	-	169,040	-	169,040	766	7,333	8,099	177,139	NORTH CAROLINA
NORTH DAKOTA	70,430	-	70,430	68	70,498	428	1,085	1,513	72,011	NORTH DAKOTA
OHIO	296,156	-	296,156	140	296,296	1,314	11,501	12,815	309,111	OHIO
OKLAHOMA	162,941	-	162,941	-	162,941	775	4,354	5,129	168,070	OKLAHOMA
OREGON	113,859	-	113,859	877	114,736	1,341	4,136	5,477	120,213	OREGON
PENNSYLVANIA	382,834	19,360	402,194	-	402,194	1,378	16,864	18,242	420,436	PENNSYLVANIA
RHODE ISLAND	30,884	-	30,884	-	30,884	99	1,226	1,325	32,209	RHODE ISLAND
SOUTH CAROLINA	92,877	-	92,877	124	93,001	529	4,847	5,376	98,377	SOUTH CAROLINA
SOUTH DAKOTA	60,044	-	60,044	119	60,163	752	1,603	2,355	62,518	SOUTH DAKOTA
TENNESSEE	138,879	-	138,879	141	139,020	3,087	4,778	7,865	146,885	TENNESSEE
TEXAS	491,786	289	492,075	-	492,075	2,540	14,346	16,886	508,961	TEXAS
UTAH	39,990	-	39,990	-	39,990	817	1,559	2,376	42,366	UTAH
VERMONT 4/	14,821	-	14,821	-	14,821	134	534	668	15,489	VERMONT 4/
VIRGINIA	145,002	-	145,002	-	145,002	1,222	3,182	4,404	149,406	VIRGINIA
WASHINGTON	145,340	-	145,340	978	146,318	4,220	7,850	12,070	158,388	WASHINGTON
WEST VIRGINIA	95,511	-	95,511	-	95,511	330	3,305	3,635	99,146	WEST VIRGINIA
WISCONSIN	196,503	-	196,503	-	196,503	666	10,403	11,069	207,572	WISCONSIN
WYOMING	28,116	1,529	29,645	-	29,645	878	1,216	2,094	31,739	WYOMING
DISTRICT OF COLUMBIA	18,763	-	18,763	-	18,763	996	910	1,906	20,669	DISTRICT OF COLUMBIA
TOTAL	7,164,186	57,440	7,221,626	5,754	7,227,380	52,360	275,590	327,950	7,555,330	TOTAL

1/ THE REGISTRATIONS GIVEN IN THIS TABLE ARE AS REPORTED BY STATES IN MOST INSTANCES, BUT HAVE BEEN SUPPLEMENTED IN SOME CASES BY ESTIMATES BASED ON OTHER SOURCES.

2/ WHERE SEGREGATION IS NOT AVAILABLE ALL FREIGHT VEHICLES, REGARDLESS OF TYPE, ARE SHOWN IN THIS COLUMN.

3/ MANY STATES WERE UNABLE TO REPORT DIESEL VEHICLES SEPARATELY. WHERE NO FIGURE IS GIVEN IN THIS COLUMN, DIESEL TRUCKS ARE INCLUDED WITH GASOLINE-POWERED VEHICLES.

4/ DOES NOT INCLUDE TRUCKS UNDER 1,500 POUNDS CAPACITY, WHICH ARE REGISTERED WITH PASSENGER CARS IN VERMONT.

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS
NUMBER AND CLASSIFICATION OF BUSES REGISTERED IN 1948 ^{1/}
 TABLE MV-10, 1948
 ISSUED MAY 1949

COMPILED FOR THE CALENDAR YEAR

STATE	PRIVATELY OWNED					PUBLICLY OWNED			GRAND TOTAL	STATE
	COMMERCIAL BUSES		SCHOOL BUSES	NOT STATED	TOTAL	BY FEDERAL GOVERNMENT	BY STATE, COUNTY, AND MUNICIPAL GOVERNMENTS 3/	TOTAL		
	GASOLINE	DIESEL 2/								
ALABAMA	2,191	-	1,668	-	3,859	7	1,757	1,764	5,623	ALABAMA
ARIZONA	813	-	-	-	813	28	465	493	1,306	ARIZONA
ARKANSAS	1,082	-	194	-	1,276	4	1,361	1,365	2,641	ARKANSAS
CALIFORNIA	-	-	-	6,801	6,801	51	766	817	7,618	CALIFORNIA
COLORADO	732	9	608	-	1,349	14	567	581	1,930	COLORADO
CONNECTICUT	1,413	384	940	-	2,737	-	93	93	2,830	CONNECTICUT
DELAWARE	-	-	-	512	512	4	5	9	521	DELAWARE
FLORIDA	2,298	178	361	-	2,837	7	1,790	1,797	4,634	FLORIDA
GEORGIA	1,889	-	1,752	-	3,641	10	1,401	1,411	5,052	GEORGIA
IDAHO	227	-	31	-	258	23	422	445	703	IDAHO
ILLINOIS	2,322	821	-	-	3,143	20	640	660	3,803	ILLINOIS
INDIANA	-	-	-	8,530	8,530	4	950	954	9,484	INDIANA
IOWA	949	-	273	-	1,222	5	2,224	2,229	3,451	IOWA
KANSAS	-	-	-	601	601	12	681	693	1,294	KANSAS
KENTUCKY	2,210	-	984	-	3,194	11	601	612	3,806	KENTUCKY
LOUISIANA	1,016	-	2,455	-	3,471	7	441	448	3,919	LOUISIANA
MAINE	433	-	214	-	647	2	196	198	845	MAINE
MARYLAND	2,507	-	1,681	-	4,188	3	153	156	4,344	MARYLAND
MASSACHUSETTS	-	-	-	5,724	5,724	8	33	41	5,765	MASSACHUSETTS
MICHIGAN	-	-	-	4,200	4,200	6	3,000	3,006	7,206	MICHIGAN
MINNESOTA	1,072	194	1,200	-	2,466	8	1,443	1,451	3,917	MINNESOTA
MISSISSIPPI	1,317	-	1,037	-	2,354	11	1,764	1,775	4,129	MISSISSIPPI
MISSOURI	-	-	-	4,640	4,640	2	897	899	5,539	MISSOURI
MONTANA	479	81	274	-	834	14	143	157	991	MONTANA
NEBRASKA	745	149	-	-	894	5	254	259	1,153	NEBRASKA
NEVADA	246	-	-	-	246	20	81	101	347	NEVADA
NEW HAMPSHIRE	-	-	-	585	585	-	6	6	591	NEW HAMPSHIRE
NEW JERSEY	5,989	-	-	-	5,989	4	(4/)	4	5,993	NEW JERSEY
NEW MEXICO	612	125	985	-	1,722	133	(4/)	133	1,855	NEW MEXICO
NEW YORK	11,249	-	-	-	11,249	26	5,293	5,319	16,568	NEW YORK
NORTH CAROLINA	2,941	-	-	-	2,941	5	6,063	6,068	9,009	NORTH CAROLINA
NORTH DAKOTA	235	15	-	-	250	44	44	88	338	NORTH DAKOTA
OHIO	2,617	1,012	-	-	3,629	17	8,209	8,226	11,855	OHIO
OKLAHOMA	1,362	-	619	-	1,981	12	3,187	3,199	5,180	OKLAHOMA
OREGON	1,496	-	-	-	1,496	9	1,162	1,171	2,667	OREGON
PENNSYLVANIA	6,400	-	2,712	-	9,112	17	788	805	9,917	PENNSYLVANIA
RHODE ISLAND	656	-	57	-	713	1	57	58	771	RHODE ISLAND
SOUTH CAROLINA	2,248	141	-	-	2,389	2	1,604	1,606	3,995	SOUTH CAROLINA
SOUTH DAKOTA	286	19	-	-	305	68	75	143	448	SOUTH DAKOTA
TENNESSEE	2,486	230	-	-	2,716	264	1,219	1,483	4,199	TENNESSEE
TEXAS	-	-	-	5,397	5,397	37	6,395	6,432	11,829	TEXAS
UTAH	585	-	-	-	585	7	469	476	1,061	UTAH
VERMONT	173	-	272	-	445	2	(4/)	2	447	VERMONT
VIRGINIA	2,097	-	897	-	2,994	16	1,718	1,734	4,728	VIRGINIA
WASHINGTON	1,277	220	-	-	1,497	539	1,729	2,268	3,765	WASHINGTON
WEST VIRGINIA	1,577	-	47	-	1,624	3	1,267	1,270	2,894	WEST VIRGINIA
WISCONSIN	1,820	-	727	-	2,547	15	940	955	3,502	WISCONSIN
WYOMING	338	-	406	-	744	6	239	245	989	WYOMING
DISTRICT OF COLUMBIA	2,083	-	-	-	2,083	18	-	18	2,101	DISTRICT OF COLUMBIA
TOTAL	72,468	3,578	20,394	36,990	133,430	1,531	62,592	64,123	197,553	TOTAL

^{1/} THIS TABLE GIVES BUS REGISTRATIONS REPORTED BY THE STATES, SUPPLEMENTED WHERE POSSIBLE BY PUBLIC ROADS ADMINISTRATION ESTIMATES BASED ON OTHER DATA. THE FIGURES FOR MANY STATES APPEAR QUESTIONABLE, AND ARE INCONSISTENT IN SOME RESPECTS. THEY ARE, HOWEVER, THE BEST AVAILABLE AT THE PRESENT, AND ARE PRESENTED FOR SUCH INFORMATIONAL VALUE AS THEY MAY HAVE.

^{2/} MANY STATES WERE UNABLE TO REPORT DIESEL VEHICLES SEPARATELY.

WHERE NO FIGURE IS GIVEN IN THIS COLUMN DIESEL BUSES ARE INCLUDED WITH THOSE PROPELLED BY GASOLINE.

^{3/} NEARLY ALL OF THE VEHICLES LISTED IN THIS COLUMN ARE SCHOOL BUSES, BUT OTHERS, SUCH AS THOSE USED IN CONNECTION WITH OTHER PUBLIC INSTITUTIONS, ARE INCLUDED.

^{4/} INFORMATION NOT AVAILABLE. PUBLICLY-OWNED BUSES INCLUDED WITH TRUCKS IN NEW JERSEY AND NEW MEXICO AND WITH PASSENGER CARS IN VERMONT.

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES-1948

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 1/

TABLE MV-12, 1948
NOVEMBER 1949

STATE	LICENSES ISSUED DURING 1948					ESTIMATED TOTAL LICENSES IN FORCE DURING 1948 3/	PRIVATE AND COMMERCIAL MOTOR VEHICLES REGISTERED IN 1948	LICENSED OPERATORS PER REGISTERED MOTOR VEHICLE	STATE
	LEARNERS PERMITS	OPERATORS LICENSES		CHAUFFEURS LICENSES 2/					
		PER 100 FOR WHICH ISSUED	NUMBER ISSUED DURING 1948	PER 100 FOR WHICH ISSUED	NUMBER ISSUED DURING 1948				
ALABAMA	-	2 YEARS	112,493	-	NOT REQUIRED	775,356	533,074	1.45	ALABAMA
ARIZONA	-	INDEFINITE	50,132	1 YEAR	29,441	276,307	210,997	1.31	ARIZONA
ARKANSAS	-	1 YEAR	510,435	1 YEAR	19,603	530,038	382,433	1.39	ARKANSAS
CALIFORNIA	-	4 YEARS	1,118,573	4 YEARS	98,386	4,970,111	3,748,307	1.33	CALIFORNIA
COLORADO	-	3 YEARS	275,293	1 YEAR	48,332	639,332	462,336	1.38	COLORADO
CONNECTICUT	-	1 YEAR	765,718	1 YEAR	8,385	*765,718	625,479	1.22	CONNECTICUT
DELAWARE	11,830	(4/)	69,118	(4/)	22,465	117,887	87,056	1.35	DELAWARE
FLORIDA	-	1 YEAR	956,913	1 YEAR	195,715	1,152,628	770,935	1.50	FLORIDA
GEORGIA	14,096	(5/)	894,209	(5/)	95,576	1,029,845	707,817	1.45	GEORGIA
IDAHO	-	2 YEARS	115,541	2 YEARS	17,842	339,882	217,569	1.56	IDAHO
ILLINOIS	-	3 YEARS	1,996,414	1 YEAR	232,637	3,105,045	2,205,066	1.41	ILLINOIS
INDIANA	48,228	2 YEARS	1,301,962	2 YEARS	203,657	1,895,665	1,295,457	1.46	INDIANA
IOWA	-	2 YEARS	182,358	1 YEAR	111,936	1,320,788	887,198	1.49	IOWA
KANSAS	-	2 YEARS	131,852	2 YEARS	29,030	1,094,444	749,765	1.46	KANSAS
KENTUCKY	-	1 YEAR	812,541	1 YEAR	29,731	*812,541	608,822	1.33	KENTUCKY
LOUISIANA	-	2 YEARS	69,100	1 YEAR	56,398	708,418	512,589	1.38	LOUISIANA
MAINE	19,897	1 YEAR	317,533	-	NOT REQUIRED	317,533	248,717	1.28	MAINE
MARYLAND	103,523	INDEFINITE	56,084	2 YEARS	51,527	*705,700	569,082	1.24	MARYLAND
MASSACHUSETTS	-	1 YEAR	1,565,371	1 YEAR	8,433	*1,565,371	1,098,793	1.42	MASSACHUSETTS
MICHIGAN	-	3 YEARS	765,488	1 YEAR	178,473	2,796,003	1,979,329	1.41	MICHIGAN
MINNESOTA	-	4 YEARS	602,074	1 YEAR	131,330	1,713,142	968,478	1.77	MINNESOTA
MISSISSIPPI	-	1 YEAR	6/ 458,980	1 YEAR	6/ 17,932	476,912	390,974	1.22	MISSISSIPPI
MISSOURI	-	2 YEARS	425,884	1 YEAR	85,535	1,446,050	1,104,130	1.31	MISSOURI
MONTANA	-	1 YEAR	259,268	1 YEAR	(8/)	259,268	215,793	1.20	MONTANA
NEBRASKA	-	2 YEARS	68,295	-	NOT REQUIRED	707,820	503,815	1.40	NEBRASKA
NEVADA	-	2 YEARS	12,258	1 YEAR	6,913	79,423	60,999	1.30	NEVADA
NEW HAMPSHIRE	-	1 YEAR	110,139	1 YEAR	85,700	195,839	156,975	1.25	NEW HAMPSHIRE
NEW JERSEY	257,873	1 YEAR	1,668,499	-	NOT REQUIRED	1,668,499	1,317,719	1.27	NEW JERSEY
NEW MEXICO	-	(9/)	150,337	(9/)	33,459	183,796	173,618	1.06	NEW MEXICO
NEW YORK	-	(10/)	813,034	(10/)	246,299	4,833,523	3,155,891	1.53	NEW YORK
NORTH CAROLINA	-	4 YEARS	301,276	1 YEAR	40,228	1,123,928	831,706	1.35	NORTH CAROLINA
NORTH DAKOTA	-	2 YEARS	37,573	-	NOT REQUIRED	280,276	233,544	1.20	NORTH DAKOTA
OHIO	382,246	1 YEAR	2,844,984	1 YEAR	291,396	3,136,380	2,396,548	1.31	OHIO
OKLAHOMA	-	2 YEARS	335,843	2 YEARS	47,944	772,307	673,240	1.15	OKLAHOMA
OREGON	20,780	2 YEARS	328,480	1 YEAR	49,761	*700,323	564,777	1.24	OREGON
PENNSYLVANIA	340,969	1 YEAR	3,323,137	-	NOT REQUIRED	3,323,137	2,542,632	1.31	PENNSYLVANIA
RHODE ISLAND	16,185	1 YEAR	288,168	1 YEAR	3,283	*288,168	222,049	1.30	RHODE ISLAND
SOUTH CAROLINA	-	4 YEARS	68,926	1 YEAR	4,088	685,986	476,542	1.44	SOUTH CAROLINA
SOUTH DAKOTA	-	-	NOT REQUIRED	-	NOT REQUIRED	298,400	246,421	1.21	SOUTH DAKOTA
TENNESSEE	5,490	2 YEARS	85,318	2 YEARS	3,508	924,086	660,340	1.40	TENNESSEE
TEXAS	-	2 YEARS	1,246,230	2 YEARS	437,359	2,773,357	2,271,970	1.22	TEXAS
UTAH	-	3 YEARS	(11/)	3 YEARS	276,400	205,113	205,113	1.35	UTAH
VERMONT	-	1 YEAR	138,352	-	NOT REQUIRED	138,352	110,673	1.25	VERMONT
VIRGINIA	-	3 YEARS	585,293	1 YEAR	50,121	970,900	758,297	1.28	VIRGINIA
WASHINGTON	-	2 YEARS	132,400	-	NOT REQUIRED	1,067,400	771,728	1.38	WASHINGTON
WEST VIRGINIA	92,929	4 YEARS	253,778	1 YEAR	55,332	716,626	399,491	1.79	WEST VIRGINIA
WISCONSIN	-	4 YEARS	455,381	-	NOT REQUIRED	1,618,608	1,028,150	1.57	WISCONSIN
WYOMING	-	3 YEARS	28,431	3 YEARS	2,458	165,838	112,820	1.47	WYOMING
DISTRICT OF COLUMBIA	17,894	3 YEARS	95,840	-	NOT REQUIRED	295,305	167,010	1.77	DISTRICT OF COLUMBIA
TOTAL	-	-	-	-	-	56,038,661	40,622,264	1.38	TOTAL

1/ COMPLETE DATA FOR ALL STATES WERE NOT AVAILABLE.

2/ INCLUDES PUBLIC SERVICE AND OTHER SPECIAL LICENSES THAT ARE ISSUED TO OPERATORS OF VEHICLES FOR HIRE.

3/ ESTIMATED BY THE BUREAU OF PUBLIC ROADS FROM DATA REPORTED BY THE STATES FOR CURRENT AND PREVIOUS YEARS. NO ALLOWANCE WAS MADE FOR DEATHS, EMIGRATIONS, OR REVOCATIONS. CHAUFFEURS' LICENSES HAVE NOT BEEN ADDED TO OPERATORS' LICENSES IN THE STATES THAT REQUIRE AN OPERATOR'S LICENSE IN ADDITION TO THE CHAUFFEUR'S LICENSE. SUCH STATES ARE INDICATED WITH AN ASTERISK (*). (THE FIGURE FOR SOUTH DAKOTA IS AN ESTIMATE BY THE BUREAU OF PUBLIC ROADS OF THE NUMBER OF MOTOR-VEHICLE OPERATORS IN THAT STATE.)

4/ LICENSES ARE ISSUED FOR A ONE-YEAR PERIOD BUT DRIVERS MEETING CERTAIN REQUIREMENTS AND HAVING A MOTOR-VEHICLE OPERATION RECORD SHOWING NO PREVIOUS ARREST OR CONVICTION MAY OBTAIN LICENSES FOR AN INDEFINITE PERIOD. LICENSES WERE ISSUED AS FOLLOWS:

	ONE YEAR	INDEFINITE	TOTAL
OPERATORS	66,732	2,386	69,118
CHAUFFEURS	21,957	508	22,465

5/ OPERATORS' AND CHAUFFEURS' LICENSES ARE ISSUED FOR A ONE-YEAR OR FIVE-YEAR PERIOD AT THE OPTION OF THE APPLICANT. LICENSES WERE ISSUED AS FOLLOWS:

	ONE YEAR	FIVE YEARS	TOTAL
OPERATORS	881,718	12,491	894,209
CHAUFFEURS	95,420	156	95,576

6/ MISSISSIPPI REPORTED AN UNSEGREGATED TOTAL OF 476,912 OPERATORS' AND CHAUFFEURS' LICENSES. THE SEGREGATION GIVEN HERE WAS ESTIMATED BY THE BUREAU OF PUBLIC ROADS.

7/ INCLUDES 33,697 REGISTERED OPERATORS LICENSED FOR A ONE-YEAR PERIOD. THESE ARE REQUIRED FOR PERSONS WHOSE EMPLOYMENT REQUIRES THE OPERATION OF MOTOR VEHICLES OTHER THAN THEIR OWN BUT WHOSE PRINCIPAL OCCUPATION IS NOT THE OPERATION OF SUCH VEHICLES.

8/ CHAUFFEURS' LICENSES ARE INCLUDED WITH OPERATORS' LICENSES.

9/ LICENSES ARE ISSUED FOR A ONE-YEAR, TWO-YEAR, OR THREE-YEAR PERIOD AT THE OPTION OF THE APPLICANT. LICENSES WERE ISSUED AS FOLLOWS:

	ONE YEAR	TWO YEARS	THREE YEARS	TOTAL
OPERATORS	109,883	20,883	19,566	150,337
CHAUFFEURS	27,891	4,015	1,553	33,459

10/ SOME OF THESE LICENSES WERE FOR A ONE-YEAR PERIOD AND SOME FOR A THREE-YEAR PERIOD, AT THE OPTION OF THE APPLICANT. LICENSES WERE ISSUED AS FOLLOWS:

	ONE YEAR	THREE YEARS	TOTAL
OPERATORS	16,271	796,763	813,034
CHAUFFEURS	493	245,806	246,299

11/ THE AMOUNT RECEIVED FROM OPERATORS' AND CHAUFFEURS' LICENSES WAS \$46,677, BUT NO SEGREGATION BETWEEN OPERATORS AND CHAUFFEURS WAS AVAILABLE, EITHER IN AMOUNTS OR NUMBERS.

TRUCK WEIGHT AND CAPACITY DATA

The increasing need for information on the weights and capacities of registered motor vehicles emphasizes the limitation on the amount of data that has been available in this field on a continuing, year-to-year basis. To the present time it has been almost impossible to make comparative studies, among groups of States, of the numbers of trucks and tractor-trucks registered (and the taxes paid on them) in the various weight or capacity classifications.

Recently, however, some States have established procedures for obtaining weight or capacity data on registered vehicles each year, and others have found it necessary to provide such information for a given year for use by their legislatures or other public bodies. As a result of these developments, it was possible to include in "Highway Statistics, 1947" summaries of truck capacity data for 10 States, the total of such information available at that time. A considerable amount of interest was shown in these summaries, and as a result of the efforts of the State motor-vehicle registrars, often with the cooperation of the State highway departments, comparable data were obtained in one-third of the States for the 1948

registration year. The numbers of trucks and tractor-trucks registered in the various weight and capacity classifications by these 16 States in 1948 are given in the tables on this and the following page.

There were three major bases for registering motortrucks in effect in 1948: capacity (13 States), weight of the vehicle (15 States), and combined gross weight of vehicle and load (21 States). There is considerable variation among States, however, in the application of these bases, making it difficult to obtain uniform information for more than a few States. This resulted in the compilation of the several different tabulations in order to group the States having reasonably similar registration characteristics. Within these groups, it was necessary to condense the data for some States, while in others the groupings of vehicles made it impossible to complete all of the items shown in the tables.

Despite these shortcomings, the data presented are in sufficient detail to be of value, and in view of the trend toward registering trucks on the basis of gross vehicle weight, it may be possible in future years to have data for a greater number of States.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT 1/														
GROSS WEIGHT	ILLINOIS		IOWA		LOUISIANA		MISSISSIPPI 2/		NEW JERSEY		TENNESSEE		WISCONSIN	
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES 3/	PERCENT
6,000 LBS. AND UNDER	(4/)	-	83,715	55.1	85,969	71.4	66,568	52.0	103,233	53.6	(4/)	-	60,547	49.3
6,001 TO 8,000 LBS.	165,290	54.9	(4/)	-	11,117	9.2	22,365	17.4	19,147	9.9	86,056	61.9	16,177	13.2
8,001 TO 10,000 LBS.	30,295	10.1	28,539	18.8	6,864	5.7	6,905	5.4	15,184	7.9	(4/)	-	12,694	10.3
10,001 TO 12,000 LBS.	26,320	8.7	10,249	6.7	4,651	3.9	6,808	5.3	10,883	5.7	(4/)	-	10,994	9.0
12,001 TO 14,000 LBS.	22,794	7.6	6,264	4.1	3,793	3.1	5,322	4.2	9,280	4.8	33,387	24.0	7,721	6.3
14,001 TO 16,000 LBS.	16,442	5.4	7,549	5.0	2,458	2.0	6,045	4.7	8,462	4.4	(4/)	-	5,597	4.6
16,001 TO 18,000 LBS.	(4/)	-	5,771	3.8	4,568	3.8	5,232	4.1	5,907	3.1	11,332	8.2	3,604	2.9
18,001 TO 20,000 LBS.	15,112	5.0	3,477	2.3	217	.2	1,498	1.2	5,092	2.6	(4/)	-	2,363	1.9
20,001 TO 22,000 LBS.	(4/)	-	1,276	.8	(4/)	-	1,077	.8	2,598	1.3	(4/)	-	963	.8
22,001 TO 24,000 LBS.	9,452	3.1	502	.4	105	.1	623	.5	2,442	1.3	4,366	3.1	1,017	.8
24,001 TO 26,000 LBS.	(4/)	-	278	.2	(4/)	-	1,329	1.0	2,261	1.2	(4/)	-	394	.3
26,001 TO 30,000 LBS.	(4/)	-	586	.4	5/ 115	.1	1,555	1.2	7,299	3.8	920	.7	378	.3
30,001 TO 36,000 LBS.	(4/)	-	1,281	.8	581	.5	1,651	1.3	245	.1	691	.5	334	.3
36,001 TO 42,000 LBS.	6/ 11,041	3.7	1,341	.9	-	-	729	.6	522	.3	2,268	1.6	-	-
42,001 LBS. AND OVER 7/	8/ 4,536	1.5	1,077	.7	-	-	386	.3	-	-	-	-	-	-
TOTAL	301,282	100.0	151,905	100.0	120,438	100.0	128,093	100.0	192,555	100.0	139,020	100.0	122,783	100.0

1/ ILLINOIS, IOWA, AND TENNESSEE REGISTER TRUCK COMBINATIONS (TRUCK AND TRAILER, OR TRACTOR-SEMITRAILER) AS A SINGLE VEHICLE, USING THE COMBINED WEIGHT FOR REGISTRATION PURPOSES. LOUISIANA, MISSISSIPPI, NEW JERSEY, AND WISCONSIN REGISTER TRUCK OR TRACTOR UNITS SEPARATELY FROM TRAILERS AND SEMITRAILERS, AND THIS TABLE INCLUDES THE GROSS WEIGHT OF THE POWER UNIT ONLY.

2/ THESE VEHICLES WERE REGISTERED ON THE BASIS OF "CARRYING CAPACITY" AND WERE CONVERTED INTO GROSS VEHICLE WEIGHT EQUIVALENTS BY THE STATE, WITH THE RESULTS AS GIVEN.

3/ DOES NOT INCLUDE 73,720 FARM VEHICLES.

4/ VEHICLES FOR THESE CAPACITIES ARE INCLUDED WITH THE NUMBER IN THE NEXT GREATER CAPACITY FOR WHICH DATA ARE GIVEN.

5/ INCLUDES VEHICLES WITH A GROSS WEIGHT OF FROM 24,001 TO 28,000 POUNDS.

6/ INCLUDES VEHICLES WITH A GROSS WEIGHT OF FROM 24,001 TO 41,000 POUNDS.

7/ THE MAXIMUM GROSS WEIGHTS OF COMBINATIONS PERMITTED ARE AS FOLLOWS: ILLINOIS 72,000 POUNDS; IOWA 60,800; LOUISIANA 68,000 PLUS WEIGHT ON STEERING AXLE; MISSISSIPPI 52,650; NEW JERSEY 60,000; TENNESSEE 42,000; WISCONSIN 66,000.

8/ INCLUDES VEHICLES WITH A GROSS WEIGHT OF 41,001 POUNDS AND OVER.

VEHICLES REGISTERED ON THE BASIS OF NET WEIGHT ^{1/}									
NET WEIGHT	ARIZONA ^{2/}		CALIFORNIA		UTAH		FLORIDA		
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NET WEIGHT	NUMBER OF VEHICLES	NET WEIGHT	NUMBER OF VEHICLES	PERCENT
3,000 LBS. AND UNDER	10,995	24.4	153,676	28.1	3,500 LBS. AND UNDER	21,688	NOT FOR HIRE ²	4,456	3.0
3,001 TO 4,000 LBS.	13,892	30.8	158,383	28.9	3,501 TO 4,500 LBS.	5,049	2,050 LBS. AND UNDER	14,499	12.7
4,001 TO 5,000 LBS.	4,893	10.8	58,887	10.8	4,501 TO 5,500 LBS.	5,870	2,051 TO 3,050 LBS.	24,662	21.6
5,001 TO 6,000 LBS.	5,679	12.6	72,679	13.3	5,501 TO 6,000 LBS.	3,540	3,051 TO 5,050 LBS.	6,148	5.4
6,001 TO 7,000 LBS.	3,672	8.2	32,399	5.9	6,001 TO 7,000 LBS.	2,534	5,051 LBS. AND OVER	6,445	5.6
7,001 TO 8,000 LBS.	1,755	3.9	20,468	3.7	7,001 TO 8,000 LBS.	1,348	TOTAL NOT FOR HIRE	4,275	3.7
8,001 TO 9,000 LBS.	908	2.0	12,150	2.2	8,001 TO 9,000 LBS.	739	FOR HIRE:	7,943	6.9
9,001 TO 10,000 LBS.	865	1.9	8,483	1.6	9,001 TO 10,000 LBS.	447	4,050 LBS. AND UNDER	2,694	2.4
10,001 TO 12,000 LBS.	917	2.0	9,359	1.7	10,001 TO 12,000 LBS.	534	4,051 LBS. AND OVER	3,609	3.2
12,001 TO 14,000 LBS.	867	1.9	5,911	1.1	12,001 TO 14,000 LBS.	292	TOTAL FOR HIRE	114,263	100.0
14,001 TO 16,000 LBS.	324	.7	4,488	.8	14,001 TO 16,000 LBS.	218			
16,001 TO 18,000 LBS.	92	.2	4,323	.8	16,001 TO 18,000 LBS.	347			
18,001 TO 20,000 LBS.	100	.2	3,119	.6	18,001 TO 20,000 LBS.	248			
20,001 LBS. AND OVER	182	.4	2,955	.5	20,001 LBS. AND OVER	278			
TOTAL	45,141	100.0	547,280	100.0	TOTAL	3,433,132			

^{1/} THE TERM "UNLADEN WEIGHT" IS USED IN ARIZONA, CALIFORNIA, AND UTAH, AND "NET WEIGHT" IN FLORIDA.

^{2/} BASED ON A 10-PERCENT SAMPLE OF ARIZONA COMMERCIAL REGISTRATIONS.

^{3/} INCLUDES "REPLACEMENTS" AND "INCREASED CAPACITY" PLATES.

VEHICLES REGISTERED ON THE BASIS OF MAXIMUM CARRYING CAPACITY IN MISSISSIPPI ^{1/}			
CAPACITY	NUMBER OF VEHICLES	PERCENT	
LESS THAN 1 TON	43,988	38.5	
1 TON TO LESS THAN 1-1/2 TONS	14,499	12.7	
1-1/2 TONS TO LESS THAN 2 TONS	24,662	21.6	
2 TO LESS THAN 3 TONS	6,148	5.4	
3 TO LESS THAN 4 TONS	6,445	5.6	
4 TO LESS THAN 5 TONS	4,275	3.7	
5 TO LESS THAN 7 TONS	7,943	6.9	
7 TO LESS THAN 10 TONS	2,694	2.4	
10 TONS AND OVER	3,609	3.2	
TOTAL	114,263	100.0	

^{1/} MISSISSIPPI REPORTED REGISTRATIONS BY MAXIMUM CARRYING CAPACITY, WHICH WAS THE EXISTING TAX BASE, FOR THE REGISTRATION YEAR 1948, AND BY GROSS VEHICLE WEIGHT, AS CONVERTED BY THE STATE FROM MAXIMUM CARRYING CAPACITY, FOR THE CALENDAR YEAR 1948. (BEGINNING WITH THE REGISTRATION YEAR 1949, MISSISSIPPI CHANGED ITS REGISTRATION BASIS FROM CARRYING CAPACITY TO GROSS VEHICLE WEIGHT.)

VEHICLES REGISTERED ON THE BASIS OF MANUFACTURERS RATED CAPACITY									
MANUFACTURERS RATED CAPACITY	ALABAMA		ARKANSAS		COLORADO		GEORGIA		TOTAL
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT	
LESS THAN 1 TON	66,022	52.9	70,504	56.6	1,571,577	54.0	88,459	54.2	
1 TO LESS THAN 1 1/2 TONS	(2/)	-	12,991	10.4	5,683	5.3	9,074	5.6	
1 1/2 TO LESS THAN 2 TONS	53,366	42.7	35,853	28.8	35,517	33.4	56,382	34.5	
2 TO LESS THAN 3 TONS	5,179	4.1	4,731	3.8	5,281	5.0	8,407	5.2	
3 TO LESS THAN 4 TONS	320	.3	420	.3	1,713	1.6	766	.4	
4 TO LESS THAN 5 TONS	20	-	62	.1	453	.4	75	.1	
5 TONS AND OVER	24	-	37	-	364	.3	69	-	
TOTAL	124,931	100.0	124,598	100.0	106,528	100.0	163,192	100.0	

^{1/} PICKUPS AND PANELS UNDER ONE-TON CAPACITY ARE REGISTERED AS PASSENGER CARS IN COLORADO BUT WERE REPORTED SEPARATELY AND ARE INCLUDED HERE.

^{2/} VEHICLES FOR THESE CAPACITIES ARE INCLUDED WITH THE NUMBER IN THE NEXT GREATER CAPACITY.

VEHICLES REGISTERED ON THE BASIS OF CHASSIS WEIGHT IN PENNSYLVANIA									
CHASSIS WEIGHT	2-AXLE		3-AXLE		TOTAL		NUMBER OF VEHICLES	PERCENT	TOTAL
	MAXIMUM GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT	MAXIMUM GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT			
1,999 LBS. AND UNDER	5,000	121,645	30.9	-	-	-	121,645	30.6	
2,000 TO 2,999 LBS.	7,000	73,673	18.7	-	-	-	73,673	18.6	
3,000 TO 3,999 LBS.	11,000	41,313	10.5	-	-	-	41,313	10.4	
4,000 TO 4,999 LBS.	15,000	86,980	22.1	16,000	11	.3	86,991	21.9	
5,000 TO 5,999 LBS.	19,000	29,876	7.6	24,000	111	3.1	29,987	7.6	
6,000 TO 7,499 LBS.	23,000	15,707	4.0	28,000	590	16.6	16,297	4.1	
7,500 TO 8,999 LBS.	27,000	14,493	3.7	32,000	1,574	44.3	16,067	4.0	
9,000 LBS. AND OVER	30,000	9,808	2.5	-	-	-	9,808	2.5	
9,000 LBS. TO 11,999 LBS.	-	-	-	36,000	375	10.6	375	.1	
12,000 LBS. AND OVER	-	-	-	40,000	893	25.1	893	.2	
TOTAL	-	393,495	100.0	-	3,554	100.0	397,049	100.0	

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CLASSIFIED ESTIMATE OF TRAVEL BY MOTOR VEHICLES
IN THE UNITED STATES IN THE CALENDAR YEAR 1948

TABLE VM-1, 1948
ISSUED SEPTEMBER 1949

ITEM	PASSENGER VEHICLES				TRUCKS AND COMBINA- TIONS	ALL MOTOR VEHICLES
	PASSENGER CARS, INCLUDING TAXICABS	BUSES				
		COMMERCIAL	SCHOOL AND NON- REVENUE	ALL BUSES		
VEHICLE-MILES TRAVELED IN YEAR (MILLIONS):						
RURAL TRAVEL	151,275	1,474	662	2,136	45,096	198,507
URBAN TRAVEL	<u>168,184</u>	<u>2,074</u>	<u>73</u>	<u>2,147</u>	<u>28,751</u>	<u>199,082</u>
TOTAL	319,459	3,548	735	4,283	73,847	397,589
NUMBER OF MOTOR VEHICLES REGISTERED IN YEAR (THOUSANDS) <u>1/</u>	33,394	92	92	184	7,379	40,957
AVERAGE MILES TRAVELED PER VEHICLE	9,566	38,500	8,000	23,268	10,008	9,707
MOTOR FUEL CONSUMED: TOTAL (MILLION GALLONS)	21,369	709	71	780	8,189	<u>2/</u> 30,338
AVERAGE PER VEHICLE (GALLONS)	640	7,700	769	4,239	1,110	741
AVERAGE MILES PER GALLON	14.95	5.00	10.40	5.49	9.02	13.11

^{1/} THESE REGISTRATION TOTALS DIFFER FROM THOSE GIVEN IN PUBLIC ROADS TABLE MV-1 FOR 1948 BECAUSE OF THE FOLLOWING ADJUSTMENTS:
(1) APPROXIMATE CORRECTION FOR DEFECTIVE CLASSIFICATION IN 3 STATES, AS DESCRIBED IN FOOTNOTES 9, 10, AND 13 OF THAT TABLE; (2) INCLUSION OF PUBLICLY OWNED VEHICLES, LISTED SEPARATELY IN TABLE MV-1; (3) REDUCTION OF PRIVATE AND COMMERCIAL TRUCK REGISTRATIONS BY 2.5 PERCENT TO ALLOW FOR REGISTRATIONS IN MORE THAN ONE STATE; AND (4) SUBSTITUTION OF BUS TOTALS AS ESTIMATED BY THE BUS INDUSTRY TO AFFORD A COMPLETE SEGREGATION OF COMMERCIAL BUSES FROM SCHOOL AND NONREVENUE BUSES AND TO ALLOW FOR REGISTRATIONS IN MORE THAN ONE STATE.

^{2/} TOTAL HIGHWAY USE OF MOTOR FUEL IN 1948 IS GIVEN AS 30,461 MILLION GALLONS IN PUBLIC ROADS TABLE G-21. FOR THIS ANALYSIS THERE WAS DEDUCTED FROM THAT TOTAL 123 MILLION GALLONS ESTIMATED USE BY MOTORCYCLES (250 GALLONS PER MOTORCYCLE).

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS-1948 ^{1/}

CLASSIFICATION	EASTERN REGIONS ^{2/}					CENTRAL REGIONS ^{2/}					WESTERN REGIONS ^{2/}					TOTAL ALL REGIONS
	NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC	REGIONAL AVERAGE	REGIONAL TOTAL	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	REGIONAL AVERAGE	REGIONAL TOTAL	PACIFIC	REGIONAL AVERAGE	REGIONAL TOTAL	AVERAGE ALL REGIONS	
18,000 POUNDS OR MORE	117	216	104	149		109	64	56	59	74		42	40		83	
20,000 POUNDS OR MORE	69	153	43	89		38	27	13	24	26		18	11		44	
22,000 POUNDS OR MORE	34	90	15	46		13	12	4	10	10		7	4		20	
30,000 POUNDS OR MORE	119	161	130	141		196	83	121	103	134		100	155		140	
40,000 POUNDS OR MORE	63	105	61	78		104	34	61	50	68		61	102		77	
50,000 POUNDS OR MORE	14	54	12	29		50	10	30	19	30		39	76		37	
ALL TRUCKS AND COMBINATIONS	1,059	3,956	5,156			4,959	2,000	4,267	4,948			3,285		5,335		31,760
SINGLE-UNIT TRUCKS	865	3,012	3,777			3,102	1,613	3,320	3,656			2,121		3,793		23,138
TRUCK COMBINATIONS	234	984	1,379			1,857	387	947	1,292			1,164		1,542		8,622
ALL TRUCKS AND COMBINATIONS	54.9	50.8	51.3	51.5		58.9	39.1	54.4	43.7			45.9	58.2		52.2	
SINGLE-UNIT TRUCKS	51.1	47.8	46.0	47.3		53.0	33.7	52.1	38.1			40.4	50.4		46.8	
TRUCK COMBINATIONS	68.8	60.2	65.7	63.9		68.8	61.5	62.6	59.6			70.3	77.5		66.5	
ALL TRUCKS AND COMBINATIONS	3.90	4.70	4.94	4.73		5.24	4.88	3.99	4.72			5.24	6.30		5.02	
SINGLE-UNIT TRUCKS	1.96	2.64	2.26	2.37		2.21	2.79	2.07	2.78			2.50	2.11		2.33	
TRUCK COMBINATIONS	9.25	9.72	10.08	9.87		9.14	9.66	9.58	8.24			12.19	13.00		10.10	
ALL TRUCKS AND COMBINATIONS	2,353	9,544	13,062			15,309	3,815	9,262	10,214			4,934		19,560		83,119
SINGLE-UNIT TRUCKS	865	3,793	3,927			3,634	1,518	3,579	3,869			1,690		4,034		25,219
TRUCK COMBINATIONS	1,488	5,751	9,135			11,675	2,297	5,683	6,345			3,244		15,526		57,900

^{1/} MAIN RURAL ROADS CONSIST OF APPROXIMATELY 315,000 MILES OF ROADS OF PRIMARY IMPORTANCE IN THE STATE HIGHWAY SYSTEMS.

^{2/} REGIONS ARE THOSE ESTABLISHED BY THE U.S. BUREAU OF CENSUS.

^{3/} NUMBER PER 1,000 VEHICLES, LOADED AND EMPTY TRUCKS AND COMBINATIONS

^{4/} DATA GIVEN ARE IN MILLIONS OF VEHICLE-MILES.

^{5/} DATA GIVEN ARE IN MILLIONS OF TON-MILES.

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

STATE MOTOR-CARRIER TAX RECEIPTS-1948

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE MC-1, 1948
ISSUED MAY 1949

STATE	PROCEEDS OF STATE IMPOSTS ON MOTOR VEHICLES OPERATED FOR HIRE, AND OTHER MOTOR CARRIERS 1/						TOTAL	STATE
	GROSS RECEIPTS TAXES 2/	MILEAGE, TON-MILE, AND PASSENGER- MILE TAXES	SPECIAL LICENSE FEES AND FRANCHISE TAXES 3/		CERTIFICATE OF PERMIT FEES 3/	MISCEL- LANEOUS RECEIPTS		
			ON WEIGHT OR CAPACITY BASIS	ON FLAT RATE BASIS				
	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	
ALABAMA	-	705	-	-	13	-	718	ALABAMA
ARIZONA	804	-	-	-	-	-	804	ARIZONA
ARKANSAS	-	-	-	-	6	-	6	ARKANSAS
CALIFORNIA	9,026	-	-	-	161	-	9,187	CALIFORNIA
COLORADO	-	1,630	-	-	27	-	1,657	COLORADO
CONNECTICUT	629	-	-	95	1	-	725	CONNECTICUT
DELAWARE 4/	-	-	-	-	-	-	-	DELAWARE 4/
FLORIDA	-	676	-	26	20	1	723	FLORIDA
GEORGIA	-	-	-	112	3	-	115	GEORGIA
IDAHO	91	-	51	-	1	-	143	IDAHO
ILLINOIS 4/	-	-	-	-	-	-	-	ILLINOIS 4/
INDIANA	-	-	-	220	8	-	228	INDIANA
IOWA	-	-	466	91	-	-	557	IOWA
KANSAS	-	2,251	-	-	22	-	2,273	KANSAS
KENTUCKY	-	325	644	-	92	5/ 59	1,120	KENTUCKY
LOUISIANA	-	-	-	-	23	20	43	LOUISIANA
MAINE	-	39	-	29	20	4	92	MAINE
MARYLAND 6/	-	-	-	-	-	-	-	MARYLAND 6/
MASSACHUSETTS	-	-	-	143	23	5/ 9	175	MASSACHUSETTS
MICHIGAN	-	774	-	-	17	-	791	MICHIGAN
MINNESOTA	-	-	-	-	57	-	57	MINNESOTA
MISSISSIPPI	-	-	-	-	3	82	85	MISSISSIPPI
MISSOURI	-	-	736	-	-	-	736	MISSOURI
MONTANA	121	-	-	38	1	2	162	MONTANA
NEBRASKA	-	-	-	46	7	-	53	NEBRASKA
NEVADA	-	-	463	75	-	107	645	NEVADA
NEW HAMPSHIRE	-	-	-	7	-	-	7	NEW HAMPSHIRE
NEW JERSEY	-	109	-	-	-	-	109	NEW JERSEY
NEW MEXICO	-	640	-	-	4	-	644	NEW MEXICO
NEW YORK	-	-	-	1	7	9	17	NEW YORK
NORTH CAROLINA	1,398	-	-	-	10	-	1,408	NORTH CAROLINA
NORTH DAKOTA	-	6	-	19	44	-	69	NORTH DAKOTA
OHIO	-	-	1,018	-	-	-	1,018	OHIO
OKLAHOMA	-	455	-	-	22	-	477	OKLAHOMA
OREGON	83	3,753	1,169	-	16	12	5,033	OREGON
PENNSYLVANIA	7	-	-	-	-	-	7	PENNSYLVANIA
RHODE ISLAND	-	-	-	39	1	-	40	RHODE ISLAND
SOUTH CAROLINA	-	452	77	-	-	5/ 8	537	SOUTH CAROLINA
SOUTH DAKOTA	-	20	1,129	-	25	2	1,176	SOUTH DAKOTA
TENNESSEE	-	-	212	-	2	-	214	TENNESSEE
TEXAS	-	-	69	193	22	-	284	TEXAS
UTAH 4/	-	-	-	-	-	-	-	UTAH 4/
VERMONT 4/	-	-	-	-	-	-	-	VERMONT 4/
VIRGINIA	417	-	-	-	2	52	471	VIRGINIA
WASHINGTON	48	-	297	56	33	26	460	WASHINGTON
WEST VIRGINIA	-	392	-	-	-	-	392	WEST VIRGINIA
WISCONSIN	-	-	2/ 2,393	335	-	-	2,728	WISCONSIN
WYOMING	-	714	-	58	-	-	772	WYOMING
DISTRICT OF COLUMBIA	-	167	-	217	47	-	431	DISTRICT OF COLUMBIA
TOTAL	12,624	13,108	8,724	1,800	740	393	37,389	TOTAL

1/ COMPLETE CLASSIFICATION OF MOTOR-CARRIER TAX RECEIPTS IS NOT AVAILABLE IN ALL STATES. THE CLASSIFIED RECEIPTS, IN SOME CASES, INCLUDE MISCELLANEOUS SMALL RECEIPTS NOT CLASSIFIED.

2/ NUMEROUS STATES IMPOSE TAXES ON THE GROSS RECEIPTS OF MOTOR CARRIERS IN CONNECTION WITH GENERAL STATE SALES TAXES OR TAXES ON ALL TRANSPORTATION COMPANIES OR PUBLIC UTILITIES. THIS COLUMN INCLUDES ONLY THE PROCEEDS OF GROSS RECEIPTS TAXES REPORTED BY THE STATES AS SPECIAL TAXES ON MOTOR CARRIERS.

3/ IT IS SOMETIMES DIFFICULT TO MAKE A DISTINCTION BETWEEN THE THREE CLASSES OF RECEIPTS LISTED IN THE THIRD, FOURTH, AND FIFTH COLUMNS OF FIGURES. IN GENERAL, THE PROCEEDS OF SPECIAL WEIGHT OR CAPACITY TAXES AND TAXES IMPOSED AT A FLAT RATE PER VEHICLE ARE INCLUDED UNDER SPECIAL LICENSE FEES AND FRANCHISE

TAXES. APPLICATION OR FILING FEES REQUIRED FOR THE ISSUANCE OF CERTIFICATES OF CONVENIENCE AND NECESSITY TO COMMON CARRIERS, AND CORRESPONDING PERMITS TO CONTRACT AND OTHER MOTOR CARRIERS, ARE INCLUDED UNDER CERTIFICATE OF PERMIT FEES.

4/ NO SPECIAL TAXES ON MOTOR CARRIERS WERE REPORTED.

5/ MOTOR-CARRIER DRIVERS LICENSES.

6/ TON-MILE AND PASSENGER-MILE TAXES PAID BY MOTOR CARRIERS IN LIEU OF REGISTRATION FEES ARE INCLUDED IN TABLE MV-2, STATE MOTOR-VEHICLE RECEIPTS - 1948.

7/ INCLUDES RECEIPTS FROM MILEAGE TAXES THAT CAN BE PAID IN LIEU OF WEIGHT TAXES AT OPTION OF CARRIER. AMOUNT NOT REPORTED.

HIGHWAY TAXATION

The proceeds of special imposts on highway users comprise the principal sources of State revenue for highways. A highway-user tax is defined as a special tax or fee paid by motor-vehicle users, because of their use of the highways. These taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor carriers. This group of taxes is in addition to, and does not include, property, sales, or other taxes paid by the general public.

Disposition of the motor-fuel tax is reported in table G-3; that of motor-vehicle registration fees in table MV-3; and that of motor-carrier taxes in table MC-2. The purpose of these tables and of table DF, which is a summary of them, is to follow the proceeds of the individual highway-user taxes to their eventual allocation for specific purposes. The funds allocated for various purposes as shown on these four tables are in agreement with the highway-user revenues reported in the State highway finance (SF) tables.

In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to particular highway purposes. A number of States, however, place all highway-user revenues in a general highway fund, and a few have a general State fund into which go many types of revenues for general purposes, including highways. For the latter group of States, each appropriation or expenditure for highway purposes is considered to have been made from motor-fuel taxes, motor-vehicle registration fees, and motor-carrier taxes in proportion to the relative amounts of revenue received from each of these three sources.

In some States a portion of highway-user revenues has been allocated to the State general fund or for other nonhighway purposes. In a few of these States, there have also been general-fund appropriations for highway purposes. Since these appropriations usually represent revenue from a nonhighway source, they have been offset, in the Bureau of Public Roads analy-

ses, against the nonhighway allocations of highway-user revenues.

PROVISIONS GOVERNING DISPOSITION

To supplement the tables showing the amounts of motor-fuel taxes distributed, table G-106 gives the legal or administrative provisions for allocating these revenues. Similar tables (MV-106 and MC-106), providing a description of the legislative provisions allocating motor-vehicle registration fees and motor-carrier taxes, were included in "Highway Statistics, 1947." Table G-106 is based on laws and regulations in effect January 1, 1950.

FEDERAL EXCISE TAXES

Federal excise taxes on motor vehicles, gasoline, and other products closely associated with the use of motor vehicles, are considered to be general excises, and have no legal connection with Federal aid for highways. A large amount of revenue is collected from these taxes, however. The fact that it is derived primarily from highway users has made it a subject of considerable interest.

Tables have been included in this section to show (1) the rates and history of the Federal excise taxes on gasoline, lubricating oil, and automotive products, (2) the revenues from these levies, collected by the Bureau of Internal Revenue, and (3) estimates by the Bureau of Public Roads of the portion of the taxes paid by highway users, and their incidence by States during 1948.

The amounts of Federal excise revenues shown as having been paid by highway users in each State are estimates of the final payment of the tax by the consumer, and therefore differ from the actual collections in the various States by the Bureau of Internal Revenue, since the tax is collected in the first instance at the point of manufacture or production.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS-1948

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE 6-2, 1948
ISSUED AUGUST, 1949

STATE	NET RECEIPTS CALENDAR YEAR 1948 1/	ADJUST- MENTS DUE TO REVENUE BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FROM DISTRIBUTION OF FUNDING TRANSFERS, ETC.	FOR COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES 2/			NET REVENUE DISTRIBUTED 3/	CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION 4/			SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS 5/			FOR LOCAL ROADS AND STREETS 6/			STATE GENERAL FUND 7/			TOTAL	OTHER APPROPRI- ATIONS 10/	EDUCATION 11/	TOTAL	STATE																																																																																																																																																																						
				FROM MOTOR- FUEL TAXES 3/	FROM INSEC- TION LICENS- ES, ETC.	FROM MOTOR- FUEL TAXES 3/		STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/						STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE AND SAFETY 5/	STATE POLICE

1/ SEE TABLE 6-1 FOR ANALYSIS OF RECEIPTS.
2/ SEE TABLES 5-1 AND 5-2 FOR DETAILS OF COLLECTION COSTS.
3/ MOTOR-FUEL TAXES ARE EITHER DESIGNATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-REVENUE RECEIPTS. (AMOUNT NOT REPORTED).
4/ MOTOR-FUEL TAXES ARE EITHER DESIGNATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-REVENUE RECEIPTS. (AMOUNT NOT REPORTED).
5/ MOTOR-FUEL TAXES ARE EITHER DESIGNATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-REVENUE RECEIPTS. (AMOUNT NOT REPORTED).
6/ MOTOR-FUEL TAXES ARE EITHER DESIGNATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-REVENUE RECEIPTS. (AMOUNT NOT REPORTED).
7/ ALLOCATIONS FOR CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS UNDER STATE CONTROL ARE INCLUDED WITH THOSE FOR STATE HIGHWAYS AS FOLLOWS: DELAWARE (AMOUNT NOT SEGREGATED); NORTH CAROLINA \$22,759,000; VIRGINIA \$14,162,000; WEST VIRGINIA \$2,942,000.
8/ ALLOCATIONS TO REIMBURSE COUNTIES AND OTHER LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF ROADS NOW ON STATE SYSTEMS.
9/ DELICIOUS TO REIMBURSE COUNTIES AND OTHER LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF ROADS NOW ON STATE SYSTEMS.
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74/ DELICIOUS TO REIMBURSE COUNTIES AND OTHER LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF ROADS NOW

DISPOSITION OF STATE MOTOR-VEHICLE RECEIPTS - 1948

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSTABLE MA-3, 1948
ISSUED AUGUST 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUST- MENTS DUE TO RECEIPTS OF BALANCE FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR ADMINIS- TERING LAW COLLEC- TING FEES, ETC. 2/	NET DISTRIBUTION YEAR	CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION			STATE HIGHWAY AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS			TOTAL	FOR LOCAL ROADS AND STREETS			FOR NONHIGHWAY PURPOSES 3/			STATE			
						STATE HIGHWAY AND OTHER SYSTEMS 4/	PARKS, FOREST, AND OTHER STATE LANDS 5/	STATE POLICE AND SAFETY		STATE HIGHWAY BONDS NOTES 6/	REIM- BURSE- MENT OBLI- GATIONS 7/	TOTAL		COUNTY AND OTHER LOCAL ROADS 8/	CITY STREETS 9/	SERVICE OBLI- GATIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND	COUNTY AND OTHER LOCAL GENERAL FUNDS 10/		EDUCA- TION 11/	OTHER PURPOSES 12/	TOTAL
ALABAMA	9,812	-16	9,796	727	9,069	8	660	935	-	935	5,893	340	384	-	724	-	1,492	-	-	1,492	1,000	ALABAMA	
ARIZONA	2,782	36	2,818	175	2,643	2,228	115	188	-	188	2,343	730	55	271	-	1,056	1,492	-	-	1,492	1,000	ARIZONA	
ARKANSAS	6,311	10	6,321	190	6,131	4,092	7,522	3,013	-	3,013	21,610	899	450	-	1,343	1,492	-	-	-	1,492	1,000	ARKANSAS	
CALIFORNIA	87,576	-23,024	64,552	8,457	56,095	11,075	7,522	3,013	-	3,013	21,610	899	450	-	1,343	1,492	-	-	-	1,492	1,000	CALIFORNIA	
COLORADO	4,279	-169	4,110	1,341	2,769	1,571	415	173	-	173	5,883	1,930	393	-	2,323	-	-	-	-	-	1,000	COLORADO	
CONNECTICUT	9,729	-169	9,560	1,341	8,219	5,118	415	173	-	173	5,883	1,930	393	-	2,323	-	-	-	-	-	1,000	CONNECTICUT	
DELAWARE 12/	1,641	-602	1,039	2,095	15,941	7,706	506	-	-	-	1,074	1,074	-	-	549	-	-	-	-	71	209	DELAWARE	
FLORIDA	18,658	-	18,658	2,095	15,563	3,040	182	-	-	-	3,182	844	8	-	852	-	-	-	-	-	1,000	FLORIDA	
GEORGIA 12/	4,859	-2	4,857	793	4,064	3,040	182	-	-	-	3,182	844	8	-	852	-	-	-	-	-	1,000	GEORGIA	
IDAH0	2,405	152	2,557	92	2,465	1,110	287	-	-	-	1,822	6	-	-	1,828	-	-	-	-	-	1,000	IDAH0	
ILLINOIS	34,292	-738	33,554	3,027	30,526	13,560	3,180	9,000	-	9,000	25,740	3,986	71	-	4,007	-	-	-	-	-	1,000	ILLINOIS	
INDIANA	15,239	28	15,267	2,082	13,185	7,617	10	-	-	-	8,007	3,988	1,289	-	5,277	-	-	-	-	-	1,000	INDIANA	
IOWA	17,900	195	18,095	1,292	16,803	5,795	215	-	-	-	11,097	5,762	-	-	5,762	-	-	-	-	-	1,000	IOWA	
KANSAS	6,200	-4	6,196	616	5,580	4,456	225	-	-	-	4,751	2,449	-	-	2,449	-	-	-	-	-	1,000	KANSAS	
KENTUCKY	11,698	-	11,698	996	10,702	7,428	225	-	-	-	5,057	5,057	-	-	5,057	-	-	-	-	-	1,000	KENTUCKY	
LOUISIANA	5,662	155	5,817	613	5,204	3,651	2	-	-	-	1,392	5,045	-	-	1,392	-	-	-	-	-	1,000	LOUISIANA	
MAINE	5,721	-168	5,553	536	5,017	3,906	154	617	-	617	4,677	258	-	-	4,935	-	-	-	-	-	1,000	MAINE	
MARYLAND	14,374	660	15,034	2,082	12,952	7,654	193	684	-	684	8,531	2,658	-	-	11,189	-	-	-	-	-	1,000	MARYLAND	
MASSACHUSETTS	35,143	-1,119	34,024	2,082	32,942	5,012	1,099	3	-	3	6,111	2,658	-	-	6,111	-	-	-	-	-	1,000	MASSACHUSETTS	
MICHIGAN	17,005	-313	16,692	1,407	15,285	12,063	451	2,679	-	2,679	15,193	451	-	-	15,193	-	-	-	-	-	1,000	MICHIGAN	
MINNESOTA	5,706	-488	5,218	571	4,647	3,400	40	200	-	200	4,847	4,467	-	-	4,467	-	-	-	-	-	1,000	MINNESOTA	
MISSISSIPPI	14,617	-498	14,119	760	13,359	9,505	607	3,274	-	3,274	13,584	522	-	-	13,584	-	-	-	-	-	1,000	MISSISSIPPI	
MISSOURI	2,514	-	2,514	174	2,340	1,255	653	-	-	-	1,908	1,908	-	-	1,908	-	-	-	-	-	1,000	MISSOURI	
NEBRASKA	4,508	580	5,088	519	4,569	1,255	653	-	-	-	1,908	1,908	-	-	1,908	-	-	-	-	-	1,000	NEBRASKA	
NEVADA	540	-28	512	132	380	2,916	28	-	-	-	3,167	259	-	-	2,916	-	-	-	-	-	1,000	NEVADA	
NEW HAMPSHIRE	3,780	226	4,006	317	3,689	16,360	532	1,166	-	1,166	19,157	5,500	-	-	7,093	-	-	-	-	-	1,000	NEW HAMPSHIRE	
NEW JERSEY 12/	30,969	-	30,969	2,082	28,887	16,360	532	1,166	-	1,166	19,157	5,500	-	-	7,093	-	-	-	-	-	1,000	NEW JERSEY	
NEW MEXICO	3,282	-128	3,154	370	2,784	1,158	208	208	-	208	1,158	772	-	-	772	-	-	-	-	-	1,000	NEW MEXICO	
NORTH CAROLINA	65,382	1,201	66,583	4,680	61,903	15,560	199	994	-	994	3,946	11,867	-	-	11,867	-	-	-	-	-	1,000	NORTH CAROLINA	
NORTH DAKOTA	3,576	-	3,576	17,200	16,714	12,247	669	1,962	-	1,962	14,878	1,640	-	-	1,640	-	-	-	-	-	1,000	NORTH DAKOTA	
OHIO	44,024	1,165	45,189	4,137	41,052	10,078	3	2,245	-	2,245	12,326	22,153	-	-	28,776	-	-	-	-	-	1,000	OHIO	
OKLAHOMA	12,774	44	12,818	1,027	11,791	6,137	1,061	70	-	70	7,198	3,400	-	-	4,598	-	-	-	-	-	1,000	OKLAHOMA	
OREGON	4,569	-18	4,551	1,335	3,216	1,955	6	137	-	137	3,166	684	-	-	3,166	-	-	-	-	-	1,000	OREGON	
PENNSYLVANIA	87,599	-	87,599	3,400	84,199	34,669	190	3,432	-	3,432	80,254	1,960	-	-	3,928	-	-	-	-	-	1,000	PENNSYLVANIA	
RHODE ISLAND 12/	4,028	-	4,028	369	3,659	1,889	115	84	-	84	2,082	18	-	-	18	-	-	-	-	-	1,000	RHODE ISLAND	
SOUTH CAROLINA	4,416	3	4,419	436	3,983	2,096	177	1,252	-	1,252	3,453	1,819	-	-	1,819	-	-	-	-	-	1,000	SOUTH CAROLINA	
SOUTH DAKOTA	2,447	-	2,447	103	2,344	463	8	-	-	-	471	805	-	-	805	-	-	-	-	-	1,000	SOUTH DAKOTA	
TENNESSEE	10,002	-2	10,000	1,131	8,869	6,899	754	-	-	-	7,593	805	-	-	1,805	-	-	-	-	-	1,000	TENNESSEE	
TEXAS	51,660	-	51,660	3,211	48,449	19,961	-	591	-	591	20,552	17,218	-	-	17,218	-	-	-	-	-	1,000	TEXAS	
UTAH	2,231	-571	1,660	174	1,486	1,295	145	9	-	9	2,091	1,624	-	-	1,624	-	-	-	-	-	1,000	UTAH	
VERMONT	11,004	4	11,008	1,265	9,743	9,494	210	-	-	-	9,704	37	-	-	1,527	-	-	-	-	-	1,000	VERMONT	
VIRGINIA	14,359	678	15,037	884	14,153	5,630	54	1,986	-	1,986	2,076	252	-	-	385	-	-	-	-	-	1,000	VIRGINIA	
WASHINGTON	18,253	-1	18,252	1,213	17,039	9,202	239	124	-	124	11,819	1,328	-	-	5,731	-	-	-	-	-	1,000	WASHINGTON	
WEST VIRGINIA	12,998	-	12,998	1,008	11,990	8,008	232	250	-	250	11,656	4,741	-	-	5,731	-	-	-	-	-	1,000	WEST VIRGINIA	
WISCONSIN	1,196	15	1,211	1,008	1,203	751	30	250	-	250	1,401	72	-	-	1,473	-	-	-	-	-	1,000	WISCONSIN	
WYOMING	3,667	-	3,667	366	3,301	1,103	366	-	-	-	1,690	1,890	-	-	1,890	-	-	-	-	-	1,000	WYOMING	
DISTRICT OF COLUMBIA																					1,000	DISTRICT OF COLUMBIA	
TOTAL	717,794	-21,836	695,958	66,356	629,602	285,057	2,162	31,938	36,254	6,018	42,272	361,429	31,257	1,433	166,099	41,601	37,452	22,167	680	102,080	TOTAL		

1/ SEE TABLE MW-2 FOR AMOUNTS OF RECEIPTS.

2/ COLLECTION EXPENSES IN MANY STATES INCLUDE SERVICE CHARGES DEDUCTED BY COUNTY AND LOCAL COLLECTORS. SEE TABLES SF-9 AND 10 FOR DETAILS OF AMOUNTS INCLUDED IN THIS COLUMN.

3/ MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-RELATED REVENUES IN A COMMON FUND. 4/ MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-RELATED REVENUES IN A COMMON FUND. 5/ MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-RELATED REVENUES IN A COMMON FUND. 6/ MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-RELATED REVENUES IN A COMMON FUND. 7/ MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-RELATED REVENUES IN A COMMON FUND. 8/ MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-RELATED REVENUES IN A COMMON FUND. 9/ MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-RELATED REVENUES IN A COMMON FUND. 10/ MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-RELATED REVENUES IN A COMMON FUND. 11/ MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-RELATED REVENUES IN A COMMON FUND. 12/ MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-RELATED REVENUES IN A COMMON FUND.

13/ IN ALABAMA, GEORGIA, NEW JERSEY, NEW YORK, AND RHODE ISLAND, MOTOR-VEHICLE REVENUES WERE PLACED IN THE STATE GENERAL FUND FOR THE YEAR 1990. IN ALABAMA, GEORGIA, NEW JERSEY, NEW YORK, AND RHODE ISLAND, MOTOR-VEHICLE REVENUES WERE PLACED IN THE STATE GENERAL FUND FOR THE YEAR 1990. IN ALABAMA, GEORGIA, NEW JERSEY, NEW YORK, AND RHODE ISLAND, MOTOR-VEHICLE REVENUES WERE PLACED IN THE STATE GENERAL FUND FOR THE YEAR 1990.

14/ IN ALABAMA, GEORGIA, NEW JERSEY, NEW YORK, AND RHODE ISLAND, MOTOR-VEHICLE REVENUES WERE PLACED IN THE STATE GENERAL FUND FOR THE YEAR 1990. IN ALABAMA, GEORGIA, NEW JERSEY, NEW YORK, AND RHODE ISLAND, MOTOR-VEHICLE REVENUES WERE PLACED IN THE STATE GENERAL FUND FOR THE YEAR 1990. IN ALABAMA, GEORGIA, NEW JERSEY, NEW YORK, AND RHODE ISLAND, MOTOR-VEHICLE REVENUES WERE PLACED IN THE STATE GENERAL FUND FOR THE YEAR 1990.

15/ IN ALABAMA, GEORGIA, NEW JERSEY, NEW YORK, AND RHODE ISLAND, MOTOR-VEHICLE REVENUES WERE PLACED IN THE STATE GENERAL FUND FOR THE YEAR 1990. IN ALABAMA, GEORGIA, NEW JERSEY, NEW YORK, AND RHODE ISLAND, MOTOR-VEHICLE REVENUES WERE PLACED IN THE STATE GENERAL FUND FOR THE YEAR 1990. IN ALABAMA, GEORGIA, NEW JERSEY, NEW YORK, AND RHODE ISLAND, MOTOR-VEHICLE REVENUES WERE PLACED IN THE STATE GENERAL FUND FOR THE YEAR 1990.

16/ IN ALABAMA, GEORGIA, NEW JERSEY, NEW YORK, AND RHODE ISLAND, MOTOR-VEHICLE REVENUES WERE PLACED IN THE STATE GENERAL FUND FOR THE YEAR 1990. IN ALABAMA, GEORGIA, NEW JERSEY, NEW YORK, AND RHODE ISLAND, MOTOR-VEHICLE REVENUES WERE PLACED IN THE STATE GENERAL FUND FOR THE YEAR 1990. IN ALABAMA, GEORGIA, NEW JERSEY, NEW YORK, AND RHODE ISLAND, MOTOR-VEHICLE REVENUES WERE PLACED IN THE STATE GENERAL FUND FOR THE YEAR 1990.

^{1/} SEE TABLE MA-2 FOR ANALYSIS OF RECEIPTS.^{2/} COLLECTION EXPENSES IN MANY STATES INCLUDE SERVICE CHARGES DEDUCTED BY COUNTY AND LOCAL COLLECTORS. SEE TABLES SF-9 AND 10.^{3/} DETAILS OF AMOUNTS INCLUDED IN THIS COLUMN.^{4/} MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-RELATED REVENUES IN A COMMON FUND. MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-RELATED REVENUES IN A COMMON FUND.^{5/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{6/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{7/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{8/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{9/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{10/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{11/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{12/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{13/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{14/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{15/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{16/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{17/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{18/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{19/} AMOUNTS DEDUCTED FROM THE COMMON FUND.^{20/} AMOUNTS DEDUCTED FROM THE COMMON FUND.

DEPARTMENT OF CONGRESS
BUREAU OF PUBLIC ROADS

DISPOSITION OF STATE MOTOR-CARRIER TAX RECEIPTS - 1948

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE NO.-2, 1948
ISSUED AUGUST 1949

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUST- MENTS DUE TO UNUSU- AL BAL- ANCES, TRANS- FERS IN TRUST, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION 2/	FOR COLLEC- TION AND MAINTENANCE OF MOTOR- CARRIER TAXES 2/	NET FUNDS DISTRIBUTED 3/	FOR STATE HIGHWAY PURPOSES						FOR LOCAL ROADS AND STREETS				FOR NONHIGHWAY PURPOSES 8/				STATE
						CONSTRUCTION, AND ADMINISTRATION		STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS		TOTAL	COUNTY AND OTHER LOCAL ROADS 4/ 5/	CITY STREETS 2/	SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND	COUNTY AND OTHER LOCAL GENERAL FUNDS 10/	TOTAL		
						STATE HIGHWAY SYSTEMS 3/	PARK, FOREST, AND OTHER STATE ROADS		STATE HIGHWAY BONDS AND NOTES	REIM- BURSE- MENT OBLIGA- TIONS 5/									TOTAL	
ALABAMA	718	6	724	114	610	564	1	36	565	45	-	-	-	-	-	-	-	ALABAMA		
ARIZONA	804	-8	796	71	725	689	-	-	725	-	-	-	-	-	-	-	-	ARIZONA		
ARKANSAS	6	-	6	6	7,904	7,892	-	-	7,892	12	-	-	-	-	-	-	-	ARKANSAS		
CALIFORNIA	9,187	-114	9,073	1,169	7,904	7,892	-	-	7,892	12	-	-	-	-	-	-	-	CALIFORNIA		
COLORADO	1,657	-	1,657	204	1,453	642	-	1	112	-	12	-	-	-	-	-	-	COLORADO		
CONNECTICUT	725	-	725	96	651	210	-	10	112	-	12	-	-	-	-	-	-	CONNECTICUT		
DELAWARE	723	-1	724	138	586	14	-	-	-	-	-	-	-	-	-	-	-	DELAWARE		
FLORIDA	723	-	724	138	586	14	-	-	-	-	-	-	-	-	-	-	-	FLORIDA		
GEORGIA	115	-	115	82	33	25	-	1	-	-	-	-	-	-	-	-	-	GEORGIA		
IDAH	143	-	201	81	160	89	-	60	-	-	-	-	-	-	-	-	-	IDAH		
ILLINOIS	228	-	235	125	110	63	-	3	-	-	-	-	-	-	-	-	-	ILLINOIS		
INDIANA	557	15	572	91	481	86	-	1	75	-	32	-	-	-	-	-	-	INDIANA		
IOWA	2,273	-	2,273	554	1,719	976	-	490	75	162	319	-	-	-	-	-	-	IOWA		
KANSAS	1,120	-	1,120	155	1,010	813	-	25	-	1,521	187	-	-	-	-	-	-	KANSAS		
KENTUCKY	43	-	43	43	43	43	-	-	-	1,521	187	-	-	-	-	-	-	KENTUCKY		
LOUISIANA	43	-	43	43	43	43	-	-	-	1,521	187	-	-	-	-	-	-	LOUISIANA		
MAINE	92	-	92	52	40	39	-	-	-	-	-	-	-	-	-	-	-	MAINE		
MARYLAND	791	-	791	287	504	504	-	-	-	39	-	-	-	-	-	-	-	MARYLAND		
MASSACHUSETTS	791	1	791	287	504	504	-	-	-	504	-	-	-	-	-	-	-	MASSACHUSETTS		
MICHIGAN	57	4	61	61	61	61	-	-	-	-	-	-	-	-	-	-	-	MICHIGAN		
MINNESOTA	85	-	85	85	85	85	-	-	-	-	-	-	-	-	-	-	-	MINNESOTA		
MISSISSIPPI	796	-	796	113	623	442	-	-	-	-	153	-	-	-	-	-	-	MISSISSIPPI		
MISSOURI	122	-	122	88	74	50	-	28	-	623	-	-	-	-	-	-	-	MISSOURI		
MONTANA	53	-	53	53	53	50	-	-	-	50	-	-	-	-	-	-	-	MONTANA		
NEBRASKA	53	-	53	53	53	50	-	-	-	-	-	-	-	-	-	-	-	NEBRASKA		
NEVADA	645	-	642	63	579	576	-	3	-	579	-	-	-	-	-	-	-	NEVADA		
NEW HAMPSHIRE	7	-	7	7	109	109	-	-	-	109	-	-	-	-	-	-	-	NEW HAMPSHIRE		
NEW JERSEY	109	-	109	109	109	109	-	-	-	109	-	-	-	-	-	-	-	NEW JERSEY		
NEW MEXICO	644	-29	615	153	462	462	-	-	-	462	-	-	-	-	-	-	-	NEW MEXICO		
NEW YORK	1,108	-	1,108	117	1,343	1,101	-	60	-	1,336	(1/)	-	-	-	-	-	-	NEW YORK		
NORTH CAROLINA	69	-	69	69	1,343	1,101	-	-	-	1,336	(1/)	-	-	-	-	-	-	NORTH CAROLINA		
NORTH DAKOTA	53	-	53	53	805	582	-	-	-	177	-	-	-	-	-	-	-	NORTH DAKOTA		
OHIO	1,018	-4	1,014	209	805	582	-	-	-	-	53	-	-	-	-	-	-	OHIO		
OKLAHOMA	477	-	481	44	437	432	-	-	-	-	108	-	-	-	-	-	-	OKLAHOMA		
OREGON	5,033	-379	4,654	499	4,155	2,474	7	259	-	88	432	-	-	-	-	-	-	OREGON		
PENNSYLVANIA	7	-	7	7	4,155	2,474	-	-	-	-	432	-	-	-	-	-	-	PENNSYLVANIA		
RHODE ISLAND	40	-	40	20	400	10	-	1	-	-	-	-	-	-	-	-	-	RHODE ISLAND		
SOUTH CAROLINA	537	-22	515	115	400	1,054	-	19	-	-	-	-	-	-	-	-	-	SOUTH CAROLINA		
SOUTH DAKOTA	1,170	-	1,170	214	1,148	1,054	-	-	-	-	-	-	-	-	-	-	-	SOUTH DAKOTA		
TENNESSEE	214	-	214	72	1,148	1,054	-	-	-	-	-	-	-	-	-	-	-	TENNESSEE		
TEXAS	284	-3	281	219	62	19	-	-	-	-	-	-	-	-	-	-	-	TEXAS		
UTAH	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	UTAH		
VERMONT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	VERMONT		
VIRGINIA	471	-16	487	95	392	382	-	8	-	390	2	-	-	-	-	-	-	VIRGINIA		
WASHINGTON	460	-	460	460	460	460	-	-	-	-	-	-	-	-	-	-	-	WASHINGTON		
WEST VIRGINIA	392	-	392	392	392	392	-	-	-	-	-	-	-	-	-	-	-	WEST VIRGINIA		
WISCONSIN	2,728	1	2,729	109	2,540	2,474	35	-	130	-	19	-	-	-	-	-	-	WISCONSIN		
WYOMING	772	-11	761	81	680	600	-	23	-	623	57	-	-	-	-	-	-	WYOMING		
DISTRICT OF COLUMBIA	431	-	431	431	431	431	-	-	-	-	-	-	-	-	-	-	-	DISTRICT OF COLUMBIA		
TOTAL	37,389	-423	36,966	6,098	30,868	22,172	43	1,028	672	159	831	1,155	529	814	627	42	1,483	TOTAL		

1/ SEE TABLE NO-1 FOR ANALYSIS OF RECEIPTS.

2/ SEE TABLES SE-2 AND 10 FOR DETAILS OF COLLECTION METHODS.

3/ MOTOR-CARRIER TAXES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-USER REVENUES IN A COMMON FUND FROM WHICH A DISTRIBUTION IS MADE. THIS TABLE INCLUDES BOTH SPECIFIC DEDICATIONS AND PRO RATA MOTOR-CARRIER TAX PORTIONS OF THE AMOUNTS DISTRIBUTED FROM THE COMMON FUND.

4/ ALLOTMENT OF \$719,000 FOR CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS UNDER STATE CONTROL IN NORTH CAROLINA IS INCLUDED WITH THAT FOR STATE HIGHWAYS.

5/ OBLIGATIONS TO REIMBURSE COUNTIES AND OTHER LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF ROADS NOW ON STATE SYSTEMS. THESE FUNDS MAY ALSO BE USED FOR SERVICE OF OBLIGATIONS FOR LOCAL ROADS.

6/ THIS TABLE RECAPS SYSTEMS ARE INCLUDED IN ALLOTMENTS FOR STATE HIGHWAY PURPOSES.

7/ FOR THIS ANALYSIS, GROSS NONHIGHWAY ALLOCATIONS OF MOTOR-CARRIER REVENUES TO STATE GENERAL FUNDS WERE OFFSET,

IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUNDS: MICHIGAN \$297,000, MONTANA \$50,000, OKLAHOMA \$2,000, SOUTH DAKOTA \$28,000.

9/ ALLOCATIONS TO COUNTY OR OTHER LOCAL GENERAL FUNDS MAY HAVE BEEN USED IN PART FOR HIGHWAYS, BUT SUCH AMOUNTS WERE NOT REPORTED. WISCONSIN ALLOCATION WAS IN LIEU OF PERSONAL PROPERTY TAX FORMERLY IMPOSED ON MOTOR VEHICLES.

10/ FOR THE FOLLOWING PURPOSES: FLORIDA; EDUCATION; NORTH CAROLINA; PROBATION AND PAROLE COMMISSION; OREGON, STATE PARKS.

11/ NO SPECIAL TAXES ON MOTOR CARRIERS REPORTED.

12/ WEIGHT AND PASSENGER-MILE TAXES PAID BY MOTOR CARRIERS IN LIEU OF REGISTRATION FEES ARE INCLUDED IN MOTOR-VEHICLE RECEIPTS, BUT NOT IN MOTOR-VEHICLE COLLECTION EXPENSES. AMOUNT WAS NOT SEGREGATED.

13/ BUS INVESTIGATION EXPENSES. REMAINING MOTOR-CARRIER COLLECTION COSTS WERE PAID FROM MOTOR-VEHICLE FEES.

14/ COST OF COLLECTION WAS PAID FROM GENERAL FUNDS. AMOUNT WAS NOT REPORTED.

DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS - 1948

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TABLE OF, 1948
ISSUED AUGUST 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	NET RECEIPTS OF CALENDAR YEAR 1/	ADJUST- MENTS DUE TO UNRECOVERED BALANCES, IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLEC- TION AND ADMINIS- TRATION EXPENSES 2/	FOR STATE HIGHWAY PURPOSES*										FOR LOCAL ROADS AND STREETS					FOR NONHIGHWAY PURPOSES 2/																																																																																																																																																																																																																																																																																																																																																																																																																									
					CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION		STATE POLICE AND SAFETY	STATE HIGHWAY BONDS AND NOTES	REIM- BURSE- MENT OF TOLLS	TOTAL	COUNTY AND LOCAL ROADS 3/ 5/	CITY STREETS 6/	SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND		EDUCA- TION	OTHER PURPOSES 9/	TOTAL	STATE																																																																																																																																																																																																																																																																																																																																																																																																																									
					STATE HIGHWAY SYSTEMS 7/	PARK, FOREST AND STATE ROADS									1,000 DOLLARS	1,000 DOLLARS									1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS

1/ THIS TABLE SUMMARIZES THE RECEIPTS FROM MOTOR-FUEL TAXES, MOTOR-VEHICLE TAXES, AND SPECIAL IMPOSTS ON MOTOR CARRIERS, WHICH ARE RECORDED SEPARATELY IN TABLES 6-9, 10-13, AND 14-16, RESPECTIVELY.

2/ SEE TABLES 17-19 AND 20 FOR DETAILS OF COLLECTION DUTIES AND TAXES UNDER STATE CONTROL ARE INCLUDED WITH THOSE FOR STATE HIGHWAYS AS FOLLOWS: DELAWARE (EXCEPT NOT SEGREGATED); NORTH CAROLINA \$1,477,000; WEST VIRGINIA \$6,054,000.

3/ OBLIGATIONS TO REIMBURSE COUNTIES AND OTHER LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF ROADS NOT ON STATE SYSTEMS, IN MANY STATES THESE FUNDS MAY ALSO BE USED FOR SERVICE OF OBLIGATIONS FOR LOCAL ROADS.

4/ THIS COLUMN RECORDS SPECIFIC ALLOTMENTS FOR LOCAL CITY STREETS. FUNDS ALLOTTED FOR CITY STREETS FOR THE FOLLOWING STATES: ALABAMA, ARIZONA, ARKANSAS, CALIFORNIA, CONNECTICUT, COLORADO, DELAWARE, FLOR

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TABLE G-106 (SHEET 1 OF 10 SHEETS)
STATUS AS OF JANUARY 1, 1950

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
ALABAMA	6 CENTS	IN THIS COLUMN ARE GIVEN THE NAMES OF THE FUNDS OR ACCOUNTS TO WHICH INDIVIDUAL ALLOCATIONS OF THE MOTOR-FUEL TAX RECEIPTS ARE CREDITED AND THE AGENCIES WHICH CONTROL THE EXPENDITURE OF THE AMOUNTS ALLOCATED	UNDERLINE INDICATES A MAJOR ALLOCATION, SUBDIVIDED ON SIC- CEEDING LINES	THE OBJECTS OF EXPENDITURE FOR WHICH MOTOR-FUEL TAX RECEIPTS ARE ALLOCATED ARE CLASSIFIED ACCORDING TO THE FOLLOWING GENERAL SCHEME: 1. COLLECTION, ADMINISTRATION AND REFINES OF THE TAX 2. COLLECTION, ADMINISTRATION OF OTHER HIGHWAY-USER IMPOSTS, I.E., MOTOR-VEHICLE FEES OR MOTOR-CARRIER TAXES 3. CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS (INCLUDING BRIDGES) AND ADMINISTRATION OF STATE HIGHWAY DEPARTMENT 4. SUPPORT OF STATE HIGHWAY POLICE 5. DEBT SERVICE ON STATE HIGHWAY OBLIGATIONS 6. REIMBURSEMENT PAYMENTS TO OR ON BEHALF OF COUNTIES FOR THEIR CONTRI- BUTION TO COST OF STATE HIGHWAYS 7. CONSTRUCTION AND MAINTENANCE OF STATE PARK, FOREST, AND INSTITUTIONAL ROADS 8. CONSTRUCTION AND MAINTENANCE OF COUNTY AND LOCAL RURAL ROADS AND DEBT SERVICE ON COUNTY AND LOCAL ROAD OBLIGATIONS 9. CONSTRUCTION AND MAINTENANCE OF CITY STREETS AND DEBT SERVICE ON CITY ROAD OBLIGATIONS 10. HIGHWAY PURPOSES	IN SOME STATES THE MOTOR-FUEL TAX LAWS ALLOCATE SPECIFIC AMOUNTS OR PROPORTIONS OF THE TAX RECEIPTS TO EACH OF THE MAJOR OBJECTS OF EXPENDITURE FOR WHICH THE RECEIPTS CAN BE USED. WHERE THIS IS THE CASE THE ENTRIES IN THIS TABLE ARE LIMITED TO A STATEMENT OF THE AMOUNTS OR PROPORTIONS SO ALLOCATED, WITH SUCH EXPLANATORY REMARKS AS ARE DEEMED NECESSARY. IN MANY STATES, HOWEVER, THE MOTOR- FUEL TAX RECEIPTS, TOGETHER WITH THE MOTOR-VEHICLE REVENUE (I.E., PROCEEDS OF REGISTRATION FEES, OPERATORS' LICENSES AND ALLIED IMPOSTS) AND THE MOTOR-CARRIER TAX RECEIPTS, ARE CREDITED TO A COMMON FUND, AND THUS LOSE THEIR INDIVIDUALITY PRIOR TO THE ALLOCATION OR APPROPRIATION OF THE COMBINED REVENUES.
	6	DEPARTMENT OF REVENUE PUBLIC ROAD AND BRIDGE FUND HIGHWAY SINKING FUND ALABAMA BRIDGE FINANCE CORPORATION ALABAMA HIGHWAY FINANCE CORPORATION STATE HIGHWAY DEPARTMENT PUBLIC ROAD AND BRIDGE FUND CITIES AND TOWNS STATE COUNTY AID FUND	AMOUNT REQUIRED 2 CENTS AMOUNT REQUIRED AMOUNT REQUIRED THE RESIDUE 1 CENT \$52,520 AMOUNT REQUIRED	COLLECTION AND ADMINISTRATION OF TAX PROCEEDS ARE DISBURSED FOR THE FOLLOWING PURPOSES: INTEREST AND REDEMPTION PAYMENTS ON .. PUBLIC ROAD AND BRIDGE BONDS AS ISSUED BY THE VARIOUS AUTHORITIES. ADMINISTRATION, CONSTRUCTION, AND MAINTENANCE OF PUBLIC ROADS AND BRIDGES. CONSTRUCTION AND MAINTENANCE OF HIGHWAYS AND STREETS. TO PROVIDE MATCHING SHARE APPLIED FOR BY THE COUNTIES.	CHARGED MONTHLY; ONE-HALF OF AMOUNT TO STATE'S PART AND ONE-HALF TO COUNTIES' PART. STATE HIGHWAY AND BRIDGE BONDS, 2ND AND 3RD ISSUES. DISTRIBUTION OF \$5,210 PER MILE TO THE CITIES AND TOWNS INCORPORATED AS OF JANUARY 1, 1943 AND MADE SEMI-ANNUALLY ON BASIS OF MUNICIPAL POPULATION AT LAST FEDERAL CENSUS. FOR CONSTRUCTION OF COUNTY ROADS NOT ON STATE HIGHWAY SYSTEM. THE ANNUAL AMOUNT REQUIRED IS ONE-THIRD OF THE ONE-HALF CREDITED TO THE STATE, LESS \$52,520 TO THE CITIES, OF WHICH THE AMOUNT TO EACH COUNTY IS NOT TO EXCEED IN ANY EVENT 1/67 PART THEREOF. BEGINNING WITH THE START OF THE POST-WAR-FEDERAL-AID PROGRAM (FEDERAL- THIRD) IN JANUARY 1945, AND FOR THE FIRST YEAR THEREAFTER, THESE FUNDS ARE HELD FOR A THREE-YEAR PERIOD FOR COUNTY MATCHING BEFORE REVERTING TO THE STATE'S PUBLIC ROAD AND BRIDGE FUND. THE DEPARTMENT ALSO RECEIVES A PORTION OF THE MOTOR-VEHICLE AND MOTOR-CARRIER FEES. DISTRIBUTED EQUALLY AMONG THE SIXTY-SEVEN COUNTIES. CONCERN COUNTY MAY APPLY 10 PERCENT OF ITS ALLOTMENT TO DEBT SERVICE ON ROAD BONDS. DISTRIBUTED EQUALLY AMONG THE 67 COUNTIES. CONSTITUTES THE AMOUNTS COUNTIES APPLY TO THE COUNTY-AID FUND, WHICH ARE TO BE MATCHED BY STATE FUNDS, AND EXPENDED ACCORDING TO PROVISION GOVERNING COUNTY AID EXPENDITURES.
ARIZONA	5	MOTOR VEHICLE DIVISION STATE HIGHWAY DEPARTMENT STATE HIGHWAY FUND, STATE HIGHWAY DEPARTMENT COUNTIES CITIES	AMOUNT REQUIRED 70 PERCENT 30 PERCENT ONE-THIRD OF COUNTY'S SHARE	SUBJECT TO EXPENDITURE FOR FOLLOWING PURPOSES: SUPPORT OF MOTOR VEHICLE DIVISION, INCLUDING COLLECTION AND ADMINISTRATION OF MOTOR-FUEL, MOTOR- VEHICLE, AND MOTOR-CARRIER TAXES. ADMINISTRATION OF STATE HIGHWAY DEPARTMENT. CONSTRUCTION AND MAINTENANCE OF COUNTIES. SUPPORT OF PUBLIC SAFETY DIVISION (STATE HIGHWAY POLICE) CONSTRUCTION, IMPROVEMENT, MAINTENANCE OF COUNTY HIGHWAYS OR BRIDGES; RETIREMENT OF AND INTEREST ON COUNTY HIGHWAY BONDS. IMPROVEMENT, CONSTRUCTION, AND MAINTENANCE OF MUNICIPAL STREETS AND HIGHWAYS; ADMINISTRATIVE EXPENSES CONNECTED THEREWITH; RETIREMENT OF FUTURE ISSUES OF BONDS FOR SUCH PURPOSES.	THIS IS A COMMON FUND RECEIVING MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER REVENUES, AND EXPENDITURES ARE MADE FROM COMBINED REVENUES. THE 30 PERCENT AFTER THE 70 PERCENT IS DISTRIBUTED AS FOLLOWS: ALL TO EACH COUNTY IN PROPORTION TO SALES OF MOTOR FUEL. ONE-THIRD OF EACH COUNTY'S SHARE TO INCORPORATED CITIES WITHIN THE COUNTY IN PROPORTION TO THEIR POPULATION. IF THERE IS NO INCORPORATED CITY OR TOWN IN A COUNTY, THE AMOUNT ALLOCATED THERE TO SHALL REVERT TO COUNTY.
ARKANSAS	6.5	SPECIAL REVENUE FUND STATE HIGHWAY FUND COUNTY-AID	ALL 92.3 PERCENT \$10,250,000 70 PERCENT 30 PERCENT 1 1/2 CENT PER GALLON OF MOTOR FUEL TAXED \$2,500,000 \$750,000 \$2,000,000 \$3,000,000 \$2,000,000 \$2,500,000 \$2,000,000 THE RESIDUE 7.7 PERCENT	FOR REDISTRIBUTION AS SHOWN BELOW: COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAX. SUBJECT TO EXPENDITURE FOR THE FOLLOWING PURPOSES: FOR HIGHWAY MAINTENANCE AND DEBT SERVICE AS FOLLOWS: CURRENT DEBT SERVICE AND REDEMPTION OF BONDS MAINTENANCE CONSTRUCTION AND MAINTENANCE OF COUNTY FARM-TO-MARKET ROADS. NEW ROAD CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS. COUNTY AND MUNICIPAL AID: LOCAL IMPROVEMENT DISTRICTS. DEBT SERVICE, ACT 5, 1949 STATE HIGHWAY BOND ISSUE. MAINTENANCE AND CONSTRUCTION OF STATE HIGHWAYS. CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS. THIS MONEY IS CREDITED TO THE COUNTY-AID FUND GASOLINE TAX REFUND FUND STATE HIGHWAY CONSTRUCTION FUND CONSTRUCTION, MAINTENANCE, AND DEBT SERVICE. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF COUNTY ROADS.	THREE PERCENT OF GROSS COLLECTIONS IS DEDUCTED EACH MONTH PRIOR TO DISTRIBUTION IN LIEU OF COLLECTION EXPENSES. THIS IS A COMMON FUND RECEIVING MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER REVENUES, AND EXPENDITURES ARE MADE FROM COMBINED REVENUES. OF THE FIRST \$10,250,000, 70 PERCENT (\$7,175,000) IS ALL FOR DEBT SERVICE ON 1941 ISSUE OF STATE HIGHWAY BONDS; 30 PERCENT (\$3,075,000) IS ALL FOR MAINTENANCE ON STATE HIGHWAYS. TRANSFERRED TO COUNTY-AID FUND. CONSTRUCTION AND MAINTENANCE OF LOCAL ROADS AND STREETS. 50 PERCENT TO BE DIVIDED EQUALLY AMONG THE 75 COUNTIES, 25 PERCENT ON AN AREA BASIS AND 25 PERCENT ON A POPULATION BASIS. LAW PROVIDES FOR DISTRIBUTION AMONG ALL COUNTIES IN THE FOLLOWING MANNER: "ONE-THIRD ON A POPULATION BASIS, BASED ON THE MOST RECENT FEDERAL CENSUS; ONE-THIRD ON A CAR LICENSE REVENUE BASIS, BASED ON THE ACCOUNT RECEIVED FROM EACH COUNTY FOR THE PREVIOUS YEAR FROM MOTOR-VEHICLE LICENSE FEES, AND ONE- THIRD BASED ON AREA OF THE VARIOUS COUNTIES OF THE STATE." ACT, 317, SEC. 10, TRANSFERS OIL INSPECTION FEES TO "GENERAL REVENUES FUND"; SEC. 35 TRANSFERS \$100,000 ANNUALLY FROM "GENERAL REVENUES FUND" TO COUNTY- AID FUND IN LIEU OF THE OIL INSPECTION FEES.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

 COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

 TABLE 0-106 (SHEET 2 OF 10 SHEETS)
STATUS AS OF JANUARY 1, 1950

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
CALIFORNIA	4.5	STATE MOTOR-VEHICLE FUEL FUND	ALL AMOUNT REQUIRED	ADMINISTRATIVE EXPENSE OF THE MOTOR-VEHICLE FUEL TAX DIVISION OF THE STATE BOARD OF EQUALIZATION AND THE GAS TAX REFUND DIVISION OF THE STATE CONTROLLER'S OFFICE; PAYMENT OF REFUNDS.	THIS FUND RECEIVES THE NET PROCEEDS OF THE GASOLINE AND DIESEL TAXES, THE TRANSPORTATION LICENSE TAX (3 PERCENT OF GROSS MOTOR-CARRIER RECEIPTS), AND THE WATERWAY MOTOR-VEHICLE FUEL TAX. THE MOTOR-VEHICLE FUEL TAX IS PAID TO THE STATE FOR THE SUPPORT OF THE MOTOR VEHICLE DEPARTMENT AND HIGHWAY PATROL HAVE BEEN MADE.
		HIGHWAY-USERS TAX FUND	REMAINDER	ACQUISITION OF RIGHTS-OF-WAY FOR, AND THE CONSTRUCTION, RECONSTRUCTION, IMPROVEMENT, AND MAINTENANCE OF, PUBLIC STREETS AND HIGHWAYS.	
		STATE CONTROLLER COUNTIES	NOT TO EXCEED \$100,000 PER \$5,000,000 PER YEAR	FOR THE STATE CONTROLLER TO COVER HIS EXPENSES IN CARRYING OUT HIS DUTIES UNDER THE HIGHWAY ACT OF 1917. WORK ON LOCAL ROADS.	
		COUNTIES	1 CENT	WORK ON LOCAL ROADS.	THE BASE SUM OF \$5,000,000 TO BE INCREASED OR DECREASED IN THE RATIO THAT THE TOTAL STATE REGISTRATION OF PRECEDING CALENDAR YEAR BEARS TO THE REGISTRATION IN 1946. PAYMENTS ARE MADE TO THE COUNTIES IN PROPORTION TO THE NUMBER OF FEEL-PAID VEHICLES REGISTERED IN SUCH COUNTIES.
		COUNTIES	3/8 CENT	THE 3/8 CENT APPORTIONMENT IS TO BE USED EXCLUSIVELY FOR CONSTRUCTION EXPENDITURES ON COUNTY HIGHWAY ROAD SYSTEMS EXCEPT WHERE AN AMOUNT NECESSARY, WHEN ADDED TO THE RECEIPTS FROM THE 1/4 CENT APPORTIONMENT, TO EQUAL \$75 PER MILE PER QUARTER.	1. EACH COUNTY RECEIVES \$5,000 QUARTERLY FOR ENGINEERING AND ADMINISTRATION; 2. EACH COUNTY ALSO RECEIVES QUARTERLY AN EQUALIZATION ALLOWANCE OF \$7,500; 3. THE BALANCE REMAINING IS APPORTIONED TO THE COUNTIES IN THE PROPORTION THAT THE REGISTRATION OF VEHICLES IN EACH OF THE COUNTIES BEARS TO THE TOTAL.
		CITIES	5/8 CENT RESIDUE	WORK ON CITY STREETS NOT ON STATE HIGHWAY SYSTEM; 3/5 FOR CONSTRUCTION OF MAJOR STREETS. ALL STATE HIGHWAYS IN CITIES ARE MAINTAINED BY THE DIVISION OF HIGHWAYS. WORK ON STATE HIGHWAYS.	FUNDS ARE DISTRIBUTED QUARTERLY, COMPUTED AS FOLLOWS: THE NUMBER OF MILES OF MAINTAINED COUNTY ROADS IN EACH COUNTY SHALL BE MULTIPLIED BY \$75; FROM THE RESULTANT AMOUNT THE AMOUNT RECEIVED BY EACH COUNTY UNDER THE SECOND AND THIRD SUBDIVISIONS OF THE ABOVE PARAGRAPH IS DEDUCTED AND THE REMAINDER PAID TO EACH COUNTY. ONE HALF OF THE BALANCE IS DISTRIBUTED ON THE BASIS OF MOTOR-VEHICLE REGISTRATIONS AND THE OTHER HALF IS DISTRIBUTED ON BASIS OF MAINTAINED-MILEAGE OF COUNTY ROADS TO THOSE COUNTIES THAT HAVE NOT ALREADY RECEIVED, FROM THE ABOVE \$5,000,000 PLUS THE SECOND AND THIRD SUBDIVISIONS OF THE ONE CENT APPORTIONMENT, A TOTAL OF \$150 PER QUARTER PER MILE OF MAINTAINED ROAD.
COLORADO	6	STATE TREASURER DEPARTMENT OF REVENUE, ADMINISTRATION FUND STATE POLICE FUND STATE HIGHWAY FUND COUNTIES FOR CITIES AND TOWNS THREE PERCENT FUND SIX PERCENT FUND COUNTY APPORTIONMENT FUND	AMOUNT REQUIRED AMOUNT REQUIRED 70 PERCENT OF 1 CENT TAX 50 PERCENT OF 2 CENT TAX 3 PERCENT OF 1 CENT TAX 6 PERCENT OF 2 CENT TAX 27 PERCENT OF 1 CENT TAX 1/4 PERCENT OF 2 CENT TAX	REFUNDS OF MOTOR-FUEL TAX. COLLECTION AND REFUND EXPENSE OF MOTOR-FUEL DIVISION AND EXPENSE OF OIL INSPECTOR. STATE POLICE EXPENSE. STATE HIGHWAY CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION; DEBT SERVICE ON STATE HIGHWAY BONDS AND NOTES. WORK ON STREETS IN CITIES AND TOWNS. WORK ON COUNTY AND LOCAL ROADS. FUNDS MAY ALSO BE USED ON STATE ROADS. CONSTRUCTION, IMPROVEMENT, REPAIR, OR MAINTENANCE OF PUBLIC HIGHWAYS.	FUNDS TRANSFERRED TO STATE HIGHWAY FUND AND DISTRIBUTED TO THE CITIES ON THE BASIS OF POPULATION. FOR CONSTRUCTION ARE TO BE ALLOCATED 1/5 PERCENT TO STATE HIGHWAY FUND AND 4/5 PERCENT TO SOUTHERN COUNTIES. REFUNDS MADE BY STATE TREASURER ON VOUCHER CERTIFIED BY THE DEPARTMENT OF REVENUE. EXPENDITURES LIMITED TO 3 PERCENT OF THE GROSS PROCEEDS COLLECTED FROM THE MOTOR-FUEL TAX. THIS IS A COMMON FUND RECEIVING MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER REVENUES, AND EXPENDITURES ARE MADE FROM COMBINED REVENUES. THESE FUNDS ARE DISTRIBUTED IN THE PROPORTION THAT THE NUMBER OF MOTOR-VEHICLE REGISTRATIONS BEARS TO THE TOTAL RESIDUE WITHIN THE CORPORATE LIMITS OF EACH CITY OR TOWN BEARS TO THE TOTAL LICENSES ISSUED TO PERSONS RESIDING WITHIN THE CORPORATE LIMITS OF ALL CITIES AND TOWNS IN SAID COUNTY. 27 PERCENT APPORTIONED TO COUNTIES ON BASIS OF MILEAGE DESIGNATED BY THE STATE HIGHWAY DEPARTMENT AS STATE HIGHWAYS. 1/4 PERCENT APPORTIONED AS FOLLOWS: HALF ON STATE HIGHWAY MILEAGE AND HALF ON RURAL POPULATION. PORTION TO CENTER COUNTY IS USED ON CITY STREETS.
CONNECTICUT	4	STATE TREASURER STATE HIGHWAY FUND STATE POLICE DEPARTMENT TOWN-AID FUND TOWN-AID FUND	AMOUNT REQUIRED REMAINDER APPROPRIATION APPROPRIATION \$750,000 PER YEAR \$1,000,000 PER YEAR \$1,000,000 PER YEAR	REFUNDS OF MOTOR-FUEL TAX. THE HIGHWAY FUND IS THE DEPOSITORY FOR MOTOR-VEHICLE REGISTRATION FEES, DRIVER LICENSE EXPENDITURES ARE MADE FROM THIS FUND FOR THE STATE POLICE DEPARTMENT. SALARIES AND EXPENSE OF HIGHWAY SAFETY DEPARTMENT. CONSTRUCTION, RECONSTRUCTION, IMPROVEMENT OR MAINTENANCE OF LOCAL ROADS AND STREETS. IMPROVEMENT OF LOCAL OBT AND UNIMPROVED ROADS, INCLUDING BRIDGES ON SUCH ROADS. PRINCIPAL AND INTEREST ON STATE-ASSUMED COUNTY BONDS. ADMINISTRATION, MAINTENANCE, CONSTRUCTION, AND RECONSTRUCTION OF STATE HIGHWAYS. REFUND OF TAX. SUBJECT TO APPROPRIATION FOR HIGHWAY OR OTHER PURPOSES.	FEE, MOTOR-FUEL TAXES, AND MISCELLANEOUS RECEIPTS FROM WHICH THE FOLLOWING ROADS IN EACH TOWN AND THEN \$250 PER MILE FOR EACH ADDITIONAL MILE OF IMPROVED ROAD. FUND IS DISTRIBUTED PRO RATA TO THE TOWNS IN THE STATE, ON THE BASIS OF THE TOTAL MILEAGE OF UNIMPROVED HIGHWAYS IN EACH TOWN. HERRITT PARKWAY WAS PARTIALLY FINANCED WITH PROCEEDS OF FAIRFIELD COUNTY BONDS.
DELAWARE	5	STATE TREASURER STATE GENERAL FUND	AMOUNT REQUIRED THE RESIDUE AMOUNT REQUIRED REMAINDER	NET REVENUES FROM MOTOR-FUEL TAX GO INTO THE STATE GENERAL FUND, TOGETHER WITH REVENUES FROM MANY OTHER SOURCES, AND LOSE THEIR IDENTITY. APPROPRIATIONS FOR HIGHWAY PURPOSES ARE MADE FROM THE STATE GENERAL FUND AND MAY BE CONSIDERED AS DERIVED FROM MOTOR-FUEL TAX AND OTHER HIGHWAY-USER REVENUES INsofar AS HIGHWAY APPROPRIATIONS DO NOT EXCEED SUCH REVENUES.	PAID OUT OF DEALERS' AND USERS' LICENSE RECEIPTS. A DEDUCTION FROM MOTOR-FUEL TAX RECEIPTS FOR THESE EXPENSES IS AUTHORIZED IF DEALERS AND USERS' LICENSE RECEIPTS ARE INADEQUATE.
FLORIDA	7	COMPTROLLER STATE ROAD LICENSE FUND STATE ROAD DISTRIBUTION FUND	AMOUNT REQUIRED 1 CENTS 2 CENTS	COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAX. STATE HIGHWAY CONSTRUCTION AND MAINTENANCE. FUNDS ARE ALLOTTED FOR THE AMORTIZATION OF COUNTY AND DISTRICT ROAD AND BRIDGE BONDS, THE WARRANTS, NOTES, AND OTHER FORMS OF INDEBTEDNESS ISSUED FOR ROAD AND BRIDGE PURPOSES BY ANY COUNTY OR SPECIAL ROAD AND BRIDGE DISTRICT OR ANY REFUNDING ISSUES THEREOF. ADMINISTERED BY STATE BOARD OF ADMINISTRATION AND APPLIED AS FOLLOWS: (1) PAYMENT OF PRINCIPAL AND INTEREST ON COUNTY ROAD AND ROAD DISTRICT OBLIGATIONS; (2) ESTABLISHMENT OF A SINKING FUND ACCOUNT TO MEET FUTURE REQUIREMENTS OF SAID OBLIGATIONS OR OTHER MOTOR-FUEL ANTICIPATION CERTIFICATES WHERE IT APPEARS THE ANTICIPATED INCOME FOR ANY YEAR OR YEARS WILL NOT EQUAL SCHEDULED PAYMENTS THEREON; (3) REIMBURSEMENT OF FUND AS FOLLOWS: 80 PERCENT TO STATE ROAD DEPARTMENT FOR EXPENDITURES ON STATE ROADS AND BRIDGES WITHIN COUNTY AND FOR THE LEASE OR PURCHASE OF BRIDGES CONNECTING STATE HIGHWAYS WITHIN THE COUNTY; 20 PERCENT TO THE COUNTY TO BE USED FOR THE CONSTRUCTION OF ALL THE PROCEEDS OF THE TWO CENTS TAX ARE ALLOTTED TO THE COUNTIES IN THE FOLLOWING MANNER: ONE-THIRD IN THE RATIO THAT THE POPULATION OF THE COUNTY BEARS TO THE TOTAL POPULATION OF THE STATE; TWO-THIRDS TO THE COUNTY TO BE USED FOR SPECIAL ROAD AND BRIDGE DISTRICTS PRESENT FOR THE CONSTRUCTION OF STATE ROADS BEARS TO THE TOTAL AMOUNT EXPENDED OR CONTRIBUTED FOR SUCH PURPOSES BY ALL COUNTIES AND SPECIAL ROAD AND BRIDGE DISTRICTS.	THE BASE SUM OF \$5,000,000 TO BE INCREASED OR DECREASED IN THE RATIO THAT THE TOTAL STATE REGISTRATION OF PRECEDING CALENDAR YEAR BEARS TO THE REGISTRATION IN 1946. PAYMENTS ARE MADE TO THE COUNTIES IN PROPORTION TO THE NUMBER OF FEEL-PAID VEHICLES REGISTERED IN SUCH COUNTIES. 1. EACH COUNTY RECEIVES \$5,000 QUARTERLY FOR ENGINEERING AND ADMINISTRATION; 2. EACH COUNTY ALSO RECEIVES QUARTERLY AN EQUALIZATION ALLOWANCE OF \$7,500; 3. THE BALANCE REMAINING IS APPORTIONED TO THE COUNTIES IN THE PROPORTION THAT THE REGISTRATION OF VEHICLES IN EACH OF THE COUNTIES BEARS TO THE TOTAL.
		EXPENDITURE BY STATE ROAD DEPARTMENT BOARD OF COUNTY COMMISSIONERS	1 CENT 80 PERCENT 20 PERCENT	CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, AND REPAIR OF STATE ROADS AND BRIDGES WITHIN THE RESPECTIVE COUNTIES. ACQUISITION OF RIGHTS-OF-WAY AND CONSTRUCTION OF BONDED INDEBTEDNESS WITHIN THE RESPECTIVE COUNTIES. REPAIR OF ROADS AND BRIDGES OR REDUCTION OF BONDED INDEBTEDNESS WITHIN THE RESPECTIVE COUNTIES.	ALLOTTED FOR EXPENDITURE WITHIN EACH COUNTY IN THE SAME MANNER AS THE 2-CENT TAX ABOVE. BOARD OF COUNTY COMMISSIONERS DESIGNATES THE OBJECTS FOR EXPENDITURE OF THESE FUNDS.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE 0-106 (SHEET 3 OF 2 SHEETS)
STATUS AS OF JANUARY 1, 1950

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
GEORGIA	7	STATE GENERAL FUND	ALL	SUBJECT TO APPROPRIATION FOR HIGHWAY OR OTHER PURPOSES	NET REVENUES FROM MOTOR-FUEL TAX GO INTO THE STATE GENERAL FUND, TOGETHER WITH REVENUES FROM MANY OTHER SOURCES, AND LOSE THEIR IDENTITY. APPROPRIATIONS FOR HIGHWAY PURPOSES ARE MADE FROM THE STATE GENERAL FUND AND MAY BE CONSIDERED AS DERIVED FROM MOTOR-FUEL TAX AND OTHER HIGHWAY-USER REVENUES INsofar AS HIGHWAY APPROPRIATIONS DO NOT EXCEED SUCH REVENUES.
GEORGIA		REVENUE DEPARTMENT STATE HIGHWAY DEPARTMENT COUNTIES	AMOUNT REQUIRED APPROPRIATION AMOUNT REQUIRED	REFUND OF MOTOR-FUEL TAX. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF HIGHWAYS. COLLECTION AND MAINTENANCE OF COUNTY AND LOCAL ROADS COLLECTION AND ADMINISTRATION EXPENSES.	ANNUAL APPROPRIATION IS \$4,817,013.
GEORGIA	6	TAX REFUND FUND, MOTOR FUELS DIVISION, STATE TAX COLLECTOR	15 PERCENT OF 6-CENT TAX	REFUNDS OF MOTOR-FUEL TAX.	15 PERCENT OF GROSS COLLECTIONS CREDITED MONTHLY TO REFUND FUND. ON JUNE 30 AND DECEMBER 31 OF EACH YEAR ALL MONEY OVER \$30,000 IN THE REFUND ACCOUNT SHALL BE TRANSFERRED TO THE STATE HIGHWAY FUND.
GEORGIA		STATE HIGHWAY FUND, STATE HIGHWAY DEPARTMENT	AMOUNT REQUIRED	COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAX.	PAID OUT OF STATE HIGHWAY FUND ON EXPENSE CLAIMS PRESENTED BY STATE TAX COLLECTOR, MOTOR FUELS DIVISION.
GEORGIA		FEDERAL-AID MATCHING FUND, "POST-WAR FUND"	1 CENT	FOR THE PURPOSE OF MATCHING FEDERAL FUNDS FOR THE CONSTRUCTION, MAINTENANCE, IMPROVEMENT, AND RECONSTRUCTION OF HIGHWAYS AND FARM-TO-MARKET ROADS.	
GEORGIA		MOTOR FUELS TAX FUND IN EACH COUNTY	20 PERCENT OF 5 CENTS, BUT NOT LESS THAN \$1,000,000	DEBT SERVICE ON COUNTY HIGHWAY BONDS; CONSTRUCTION AND MAINTENANCE OF STATE AND COUNTY HIGHWAYS WITHIN COUNTY; TO EACH ROAD DISTRICT AN AMOUNT PROPORTIONAL TO DISTRICT'S SHARE OF PASSENGER CAR REGISTRATION FEES OF PREVIOUS YEAR, TO BE USED FOR DEBT SERVICE ON ROAD DISTRICT BONDS AND ROAD AND BRIDGE MAINTENANCE.	
GEORGIA		STATE HIGHWAY FUND, STATE HIGHWAY DEPARTMENT	THE RESIDUE	CONSTRUCTION, RECONSTRUCTION, AND MAINTENANCE OF STATE HIGHWAYS, INCLUDING STATE HIGHWAYS IN CITIES.	
GEORGIA		STATE AERONAUTICS FUND	2.5 CENTS AVIATION FUEL TAX	PROMOTION OF AVIATION.	
ILLINOIS	3	MOTOR-FUEL TAX FUND	ALL	FOR EXPENDITURE OR REDISTRIBUTION AS SHOWN BELOW:	THIS FUND ALSO RECEIVES MOTOR-VEHICLE REVENUES.
ILLINOIS		DEPARTMENT OF FINANCE DIVISION OF HIGHWAYS DIVISION OF HIGHWAYS	AMOUNT REQUIRED AMOUNT REQUIRED 1 CENT	COLLECTION, ADMINISTRATION, AND REFUNDS OF MOTOR-FUEL TAX. ADMINISTRATION OF COUNTIES' AND CITIES' SHARES OF MOTOR-FUEL TAX. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE BOND ISSUE ROADS, FEDERAL-AID ROADS INCLUDING AUTHORIZED MUNICIPAL PROJECTS, AND FEDERAL-AID SECONDARY AND STATE HIGHWAY BELTLINE ROADS, INCLUDING MAINTENANCE OF SAID HIGHWAYS IN CITIES. DEBT SERVICE ON EMERGENCY RELIEF BONDS.	ALL RECEIPTS ARE PLACED IN MOTOR-FUEL TAX FUND, FROM WHICH ALLOCATIONS TO OTHER FUNDS ARE MADE. EXPENDITURES MADE BY DEPARTMENT OF FINANCE OUT OF MOTOR-FUEL TAX FUND. EXPENDITURES MADE BY DIVISION OF HIGHWAYS OUT OF MOTOR-FUEL TAX FUND.
ILLINOIS		RESERVE FOR EMERGENCY RELIEF BONDS, \$30,000,000 ISSUE	AMOUNT REQUIRED	RETIREMENT OF COUNTY BONDS ISSUED FOR "SUPER HIGHWAYS" AND STATE-AID ROADS.	ONE-HALF PAID FROM COUNTIES' 1-CENT SHARE, ONE-HALF FROM MUNICIPALITIES' 1-CENT SHARE. THE JOINT RESOLUTION ADOPTED JUNE 20, 1945, CREATING AN ANTI-DIVERSION POLICY IS NOT APPLICABLE TO THE RELIEF BOND ISSUE.
ILLINOIS		COUNTIES	1 CENT, LESS RELIEF BOND ALLOCATION	CONSTRUCTION AND MAINTENANCE (SUBJECT TO APPROVAL OF DEPARTMENT OF PUBLIC WORKS AND BUILDINGS) OF STATE-AID ROADS, INCLUDING URBAN EXTENSIONS THEREOF, AND MAINTENANCE OF FEDERAL-AID SECONDARY ROADS. PERMITTED TO PAY 50 PERCENT OF THE COST OF PROJECTS ON FEDERAL-AID SECONDARY AND FEEDER ROADS CONSTRUCTED UNDER THE FEDERAL-AID HIGHWAY ACT.	FUNDS TO COUNTIES ARE ALLOCATED IN PROPORTION TO THE AMOUNT OF MOTOR-VEHICLE LICENSE FEES RECEIVED FROM THEIR RESIDENTS DURING THE PRECEDING YEAR.
ILLINOIS		MUNICIPALITIES	1 CENT, LESS RELIEF BOND ALLOCATION	CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS IN MUNICIPALITIES; MAINTENANCE OF FEDERAL-AID SECONDARY ROADS; CONSTRUCTION AND EXTENSIONS OUTSIDE CORPORATE LIMITS; PAYMENT OF MUNICIPAL INDEBTEDNESS INCURRED FOR THE CONSTRUCTION OR MAINTENANCE OF ARTERIAL STREETS OR STATE HIGHWAYS. PERMITTED TO PAY 50 PERCENT OF COST OF CONSTRUCTION PROJECTS ON THE FEDERAL-AID HIGHWAY SYSTEM IN URBAN AREAS.	THE MUNICIPALITIES' SHARE IS APPORTIONED TO THE SEVERAL MUNICIPALITIES IN PROPORTION TO THEIR POPULATION AS DETERMINED BY THE LAST FEDERAL CENSUS.
INDIANA	4	STATE MOTOR VEHICLE HIGHWAY ACCOUNT	AMOUNT REQUIRED REMAINDER	COLLECTION, ADMINISTRATION, AND REFUNDS OF MOTOR-FUEL TAXES. FOR REDISTRIBUTION AS SHOWN BELOW:	THIS IS A COMMON FUND RECEIVING MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER REVENUES; EXPENDITURES ARE MADE FROM THE COMBINED REVENUES.
INDIANA		DIVISION OF PUBLIC SAFETY	AMOUNT REQUIRED	ADMINISTERING AUTO THEFT AND DRIVER'S RESPONSIBILITY ACTS.	FUNDS RECEIVED PARTLY FROM THE MOTOR VEHICLE HIGHWAY ACCOUNT AND PARTLY FROM INSURANCE AND ASSESSMENTS BY THE PUBLIC SERVICE COMMISSION.
INDIANA		STATE POLICE	AMOUNT REQUIRED	POLICING THE HIGHWAYS OF THE STATE.	FIFTY PERCENT CHARGEABLE TO MOTOR VEHICLE HIGHWAY ACCOUNT AND FIFTY PERCENT CHARGEABLE TO STATE GENERAL FUND.
INDIANA		CITIES AND TOWNS	15 PERCENT	STREETS AND ALLEYS, CONSTRUCTION, MAINTENANCE, TRAFFIC SIGNALS AND POLICING, STREET CLEANING, PURCHASE AND REPAIR OF STREET AND HIGHWAY EQUIPMENT.	ALLOTTED TO CITIES AND TOWNS ON THE BASIS THAT THE POPULATION OF EACH CITY AND TOWN BEARS TO THE TOTAL POPULATION OF ALL CITIES AND TOWNS AT THE LAST PRECEDING U. S. CENSUS.
INDIANA		COUNTIES	32 PERCENT	CONSTRUCTION AND MAINTENANCE OF COUNTY HIGHWAYS AND BRIDGES INCLUDING EXTENSIONS IN INCORPORATED TOWNS. COUNTY TO APPROPRIATE 60 PERCENT OF FUNDS FOR OPERATION OF COUNTY HIGHWAY DEPARTMENT.	DISTRIBUTED AS FOLLOWS: 5 PERCENT EQUALLY AMONG THE 92 COUNTIES; 45 PERCENT ON THE BASIS OF THE RATIO OF THE TOTAL POPULATION OF INCORPORATED CITIES AND TOWNS TO THE TOTAL POPULATION OF THE STATE; 50 PERCENT OF THE COUNTY HIGHWAY FUND TO BE DETERMINED ANNUALLY BY THE STATE HIGHWAY COMMISSION AND THE COUNTY HIGHWAY DEPARTMENT; AND 30 PERCENT ON BASIS OF MOTOR-VEHICLE REGISTRATION.
INDIANA		STATE HIGHWAY COMMISSION	THE RESIDUE	STATE HIGHWAY CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION.	IF THE REMAINDER IS LESS THAN \$22,650,000 THEN THE CITIES' PORTION FOR THE FOLLOWING YEAR IS REDUCED BY 13 PERCENT OF SUCH DIFFERENCE AND THE COUNTIES' PORTION FOR THE FOLLOWING YEAR IS REDUCED BY 5 PERCENT OF SUCH DIFFERENCE.
IOWA	4	MOTOR-VEHICLE FUEL TAX FUND	AMOUNT REQUIRED REMAINDER	COLLECTION, ADMINISTRATION, AND REFUNDS OF MOTOR-FUEL TAX.	USED OCCASIONALLY FOR MAINTENANCE BY TRANSFER FROM THIS FUND TO SECONDARY ROAD FUND.
IOWA		SECONDARY ROAD CONSTRUCTION FUND OF EACH COUNTY	35 PERCENT	COUNTY ROAD CONSTRUCTION. DEBT SERVICE ON OBLIGATIONS ASSUMED BY COUNTIES UNDER SECONDARY ROAD PLAN.	THIS FUND ALSO RECEIVES MOTOR-VEHICLE AND MOTOR-CARRIER REVENUES.
IOWA		STATE PRIMARY ROAD FUND, STATE HIGHWAY COMMISSION	42 PERCENT	DEBT SERVICE ON STATE-ASSUMED COUNTY OBLIGATIONS (PRIMARY ROAD BONDS). STATE HIGHWAY CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION.	
IOWA		STATE FARM-TO-MARKET ROAD FUND	15 PERCENT	CONSTRUCTION OF FARM-TO-MARKET ROADS.	DISTRIBUTED 60 PERCENT ON AREA AND 40 PERCENT ON EQUALIZATION BASIS.
IOWA		STREET CONSTRUCTION FUNDS OF THE INCORPORATED CITIES AND TOWNS	8 PERCENT	CONSTRUCTION, RECONSTRUCTION, REPAIR, AND MAINTENANCE OF ROADS AND STREETS IN THE INCORPORATED CITIES AND TOWNS.	DISTRIBUTED IN THE PROPORTION THAT THE POPULATION OF THE CITY OR TOWN BEARS TO THE TOTAL CITY AND TOWN POPULATION.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSCOMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATESTABLE Q-106 (SHEET 4 OF 10 SHEETS)
STATUS AS OF JANUARY 1, 1950

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
KANSAS	5	REVENUE ADMINISTRATION FEE FUND-DIRECTOR OF REVENUE, STATE COMMISSION OF REVENUE AND TAXATION MOTOR VEHICLE FUEL TAX REFUND FUND HIGHWAY FUEL- STATE HIGHWAY COMMISSION STATE HIGHWAY BENEFIT DISTRICT FUND - STATE HIGHWAY COMMISSION COUNTY AND TOWNSHIP ROAD FUND - STATE HIGHWAY COMMISSION HIGHWAY ANTICIPATION FUND HIGHWAY FUND (DIRECT EXPENDITURES) HIGHWAY FUND (INDIRECT EXPENDITURES) HIGHWAY FUND (DIRECT EXPENDITURES) SPECIAL COUNTY ROAD AND CITY STREET FUND COUNTY ROAD AND BRIDGE FUND CITY STREET AND ALLEY FUND	2 PERCENT AMOUNT REQUIRED 1/5 OF REMAINDER \$1,000,000 PER YEAR FROM HIGHWAY FUND \$3,500,000 PER YEAR FROM HIGHWAY FUND AMOUNTS AS REQUIRED 60 PERCENT OF TOTAL COST \$1,000 PER MILE PER YEAR THE RESIDUE 1/5 OF REMAINDER \$3,500,000 \$1,000,000	COSTS OF COLLECTION AND ADMINISTRATION OF TAX, REFUNDS OF MOTOR FUEL TAX, FOR EXPENDITURE OR REDISTRIBUTION AS SHOWN BELOW: REIMBURSEMENT OF INDIVIDUALS, TOWNSHIPS, AND COUNTIES FOR COST OF ROADS, IMPROVED THROUGH THE MEDIUM OF BENEFIT DISTRICTS, ON LOCATIONS WHICH ARE NOW A PART OF THE STATE HIGHWAY SYSTEM. APPORTIONED TO COUNTIES FOR CONSTRUCTION AND MAINTENANCE OF COUNTY AND TOWNSHIP ROADS AND BRIDGES. DEBT SERVICE ON STATE HIGHWAY REVENUE ANTICIPATION WARRANTS, SERIES A, MAINTENANCE OF CONNECTING LINKS OF THE STATE HIGHWAY SYSTEM THROUGH CITIES OF THE 1ST AND 2ND CLASSES, CONSTRUCTION, IMPROVEMENT, RECONSTRUCTION, AND MAINTENANCE OF THE STATE HIGHWAY SYSTEM; AND ADMINISTRATION OF HIGHWAY COMMISSION AND DEPARTMENT. FOR REDISTRIBUTION AS FOLLOWS: CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS, CONSTRUCTION AND MAINTENANCE OF CITY STREETS. FOR EXPENDITURE AS FOLLOWS: ADMINISTRATION OF GASOLINE TAX, MOTOR-VEHICLE REGISTRATION TAX, OTHER MOTOR- VEHICLE TAXES, MOTOR-VEHICLE USAGE TAX, AND MOTORISTS FINANCIAL RESPONSIBILITY ACT. DIVISION OF RURAL HIGHWAYS FOR CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS AND BRIDGES NOT ACCEPTED BY STATE HIGHWAY COMMISSIONER FOR MAINTENANCE. CONSTRUCTION, RECONSTRUCTION, AND MAINTENANCE OF RURAL AND SECONDARY ROADS, CONSTRUCTION, RECONSTRUCTION, AND ADMINISTRATION OF STATE HIGHWAYS, AND SUPPORT OF STATE HIGHWAY POLICE.	EXCESS OVER \$50,000 RESERVE IS TRANSFERRED QUARTERLY TO THE HIGHWAY FUND. IN ADDITION TO THE MOTOR-FUEL TAX, THE HIGHWAY FUND RECEIVES THE MOTOR-VEHICLE LICENSE AND 90 PERCENT OF MOTOR-CARRIER TAX COLLECTIONS LESS \$100,000 FOR EXPENSES OF THE HIGHWAY PATROL, LESS DESIGNATED ALLOCATIONS, AND THE EXCESS FROM THE REVENUE ADMINISTRATION FEE FUND. APPORTIONMENT TO COUNTIES: 10 PERCENT EQUALLY AND 60 PERCENT ON BASIS OF RELATIVE ASSESSED VALUATIONS OF PREVIOUS YEARS; NOT LESS THAN 50 PERCENT TO BE USED ON TOWNSHIP ROADS. THIS FUND RECEIVES QUARTERLY ALLOCATIONS. COUNTIES ALLOCATE \$250 PER MILE ANNUALLY FOR MAINTENANCE OF CONNECTING LINKS OF THE COUNTY HIGHWAY SYSTEM THROUGH CITIES OF THE 1ST AND 2ND CLASSES. IN LIEU OF ALLOCATION, STATE HIGHWAY COMMISSION MAY MAINTAIN SUCH STREETS IN 3RD CLASS CITIES. FUNDS TRANSFERRED QUARTERLY TO COUNTIES AND CITIES BY STATE TREASURER, DISTRIBUTED IN THE PROPORTION THAT THE SECONDARY ROAD MILEAGE IN EACH COUNTY BEARS TO THE TOTAL SECONDARY ROAD MILEAGE OF THE STATE. DISTRIBUTED IN THE PROPORTION THAT THE POPULATION OF EACH CITY BEARS TO TOTAL POPULATION OF ALL CITIES IN THE STATE. ALL RECEIPTS ARE PAID INTO THE STATE ROAD FUND, WHICH ALSO RECEIVES MOTOR-VEHICLE AND MOTOR-CARRIER TAXES. THE INDICATED EXPENDITURES ARE MADE FROM THE COMBINED REVENUES. \$5,000,000 APPROPRIATED AND TO BE DISTRIBUTED AMONG THE SEVERAL COUNTIES IN THE FOLLOWING MANNER: ONE-THIRD TO BE DIVIDED EQUALLY AMONG 120 COUNTIES ONE-THIRD DIVIDED ON BASIS OF RATIO WHICH THE POPULATION OF EACH COUNTY BEARS TO THE TOTAL POPULATION OF THE STATE. ONE-THIRD TO BE DIVIDED EQUALLY AMONG THE SEVERAL SQUARE MILE AREA OF THE COUNTY BEARS TO THE TOTAL SQUARE MILE AREA OF THE STATE. ANY UNEXPENDED BALANCES REMAINING TO THE CREDIT OF ANY COUNTY, CARRIED FORWARD TO CURRENT YEAR ALLOCATION OF EACH COUNTY.
KENTUCKY	7	STATE ROAD FUND, STATE HIGHWAY DEPARTMENT	ALL APPROPRIATION APPROPRIATION THE RESIDUE	ADMINISTRATION OF GASOLINE TAX, MOTOR-VEHICLE REGISTRATION TAX, OTHER MOTOR- VEHICLE TAXES, MOTOR-VEHICLE USAGE TAX, AND MOTORISTS FINANCIAL RESPONSIBILITY ACT. DIVISION OF RURAL HIGHWAYS FOR CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS AND BRIDGES NOT ACCEPTED BY STATE HIGHWAY COMMISSIONER FOR MAINTENANCE. CONSTRUCTION, RECONSTRUCTION, AND MAINTENANCE OF RURAL AND SECONDARY ROADS, CONSTRUCTION, RECONSTRUCTION, AND ADMINISTRATION OF STATE HIGHWAYS, AND SUPPORT OF STATE HIGHWAY POLICE.	ALL RECEIPTS ARE PAID INTO THE STATE ROAD FUND, WHICH ALSO RECEIVES MOTOR-VEHICLE AND MOTOR-CARRIER TAXES. THE INDICATED EXPENDITURES ARE MADE FROM THE COMBINED REVENUES. \$5,000,000 APPROPRIATED AND TO BE DISTRIBUTED AMONG THE SEVERAL COUNTIES IN THE FOLLOWING MANNER: ONE-THIRD TO BE DIVIDED EQUALLY AMONG 120 COUNTIES ONE-THIRD DIVIDED ON BASIS OF RATIO WHICH THE POPULATION OF EACH COUNTY BEARS TO THE TOTAL POPULATION OF THE STATE. ONE-THIRD TO BE DIVIDED EQUALLY AMONG THE SEVERAL SQUARE MILE AREA OF THE COUNTY BEARS TO THE TOTAL SQUARE MILE AREA OF THE STATE. ANY UNEXPENDED BALANCES REMAINING TO THE CREDIT OF ANY COUNTY, CARRIED FORWARD TO CURRENT YEAR ALLOCATION OF EACH COUNTY.
LOUISIANA	9	DEPARTMENT OF REVENUE GENERAL HIGHWAY FUND, OPERATING ACCOUNT GENERAL HIGHWAY FUND, INTEREST AND BOND REDEMPTION ACCOUNT, STATE HIGHWAY DEPARTMENT BOARD OF COMMISSIONERS OF PORT OF NEW ORLEANS GASOLINE TAX ACCOUNT LAKE CHARLES HARBOR AND TERMINAL DISTRICT FUND SPECIAL TWO-CENT GASOLINE TAX FUND, PARISHES	AMOUNT REQUIRED 1-1/2 CENTS 1/4 CENTS 9/20 CENT 1/20 CENT 1 CENT 2 CENTS	COLLECTION AND ADMINISTRATION OF TAX. OPERATION - DEPARTMENT OF HIGHWAYS. INTEREST AND PRINCIPAL PAYMENTS ON STATE HIGHWAY OBLIGATIONS. EXCESS FOR CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS AND BRIDGES. HARBOR IMPROVEMENT. HARBOR IMPROVEMENT. CONSTRUCTION AND MAINTENANCE OF ROADS AND BRIDGES IN THE PARISHES AND STREETS AND BRIDGES IN THE CITY OF NEW ORLEANS. SUBJECT TO APPROPRIATION FOR HIGHWAY OR OTHER PURPOSES. FOR EXPENDITURE OR REDISTRIBUTION AS FOLLOWS: ADMINISTRATION AND AUDITING REFUNDS OF MOTOR-FUEL AND USE-FUEL TAX. COLLECTION, ADMINISTRATION, AND REFUNDS OF MOTOR-VEHICLE FEES. DEBT SERVICE ON STATE HIGHWAY OBLIGATIONS. PUBLIC SERVICE ENTERPRISES TAX ROLL BRIDGE FEES. TO GENERAL FUND FOR ACCOUNTING, AUDITING, PURCHASING, AND LEGAL SERVICES RENDERED TO THE STATE. CONSTRUCTION, REPAIR, AND MAINTENANCE OF ROADS. CONSTRUCTION, REPAIR, AND MAINTENANCE OF ROADS. STATE HIGHWAY CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION; MATCHING FEDERAL FUNDS CONSTRUCTION AND MAINTENANCE OF BRIDGES; SNOW REMOVAL; HIGHWAY PLANNING SURVEY FUND MATCHING. PROMOTION OF AVIATION.	NOT TO EXCEED \$50,000 FROM 1/4-CENT TAX, \$12,000 FROM 1-CENT TAX, \$25,000 FROM FIRST EXCESS TAX, \$50,000 FROM SECOND EXCESS TAX. ENTIRE AMOUNT OF INSPEC- TION PROCEEDS APPROXIMATELY \$195,000 ANNUALLY. PROCEEDS FROM THE 9 CENT TAX ON USE-FUEL ARE DEDICATED TO THE GENERAL HIGHWAY FUND. THIS FUND ALSO RECEIVES A PORTION OF MOTOR-VEHICLE REVENUES. ALLOCATED TO PARISHES AND THE CITY OF NEW ORLEANS ON BASIS OF COLLECTION OF GASOLINE TAX IN EACH PARISH TO TOTAL COLLECTIONS OF ALL PARISHES IN STATE DURING THE CALENDAR YEAR 1950.
MAINE	6	GENERAL HIGHWAY FUND, STATE HIGHWAY DEPARTMENT ADMINISTRATION OF GASOLINE AND USE-FUEL TAX ADMINISTRATION OF MOTOR VEHICLE DEPARTMENT STATE POLICE ACCUMULATED INTEREST AND RESERVE TO RETIRE BONDS TRANSFERS TO OTHER FUNDS TOWN ROAD IMPROVEMENT FUND STATE AID FOR CITIES AND TOWNS SPECIAL RESOLVES VARIOUS STATE HIGHWAY ACCOUNTS AERONAUTICAL FUND	APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION THE RESIDUE 4 CENTS OF 6-CENT TAX ON AVIATION GASOLINE	ADMINISTRATION AND AUDITING REFUNDS OF MOTOR-FUEL AND USE-FUEL TAX. COLLECTION, ADMINISTRATION, AND REFUNDS OF MOTOR-VEHICLE FEES. DEBT SERVICE ON STATE HIGHWAY OBLIGATIONS. PUBLIC SERVICE ENTERPRISES TAX ROLL BRIDGE FEES. TO GENERAL FUND FOR ACCOUNTING, AUDITING, PURCHASING, AND LEGAL SERVICES RENDERED TO THE STATE. CONSTRUCTION, REPAIR, AND MAINTENANCE OF ROADS. CONSTRUCTION, REPAIR, AND MAINTENANCE OF ROADS. STATE HIGHWAY CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION; MATCHING FEDERAL FUNDS CONSTRUCTION AND MAINTENANCE OF BRIDGES; SNOW REMOVAL; HIGHWAY PLANNING SURVEY FUND MATCHING. PROMOTION OF AVIATION.	THE GENERAL HIGHWAY FUND RECEIVES ENTIRE MOTOR-FUEL TAX AND MOTOR-VEHICLE REVENUES. ALLOCATIONS ARE APPROPRIATED FOR THE FISCAL YEAR AND TRANSFERRED OUT OF GENERAL HIGH- WAY FUND AND REPRESENT SHARES OF COMBINED MOTOR-FUEL TAX AND MOTOR-VEHICLE REVENUE. FUND NOT TO EXCEED 10 PERCENT OF THE AVERAGE ANNUAL GROSS INCOME FROM THE GASOLINE TAX AND MOTOR-VEHICLE REGISTRATION TAXES FOR THE FIVE PRECEDING YEARS. APPORTIONED TO CITIES AND TOWNS IN RELATION TO MILEAGE OF 3rd and 4th CLASS ROADS. FEDERAL HIGHWAY ACT OF 1944; MAINTENANCE OF STATE AND STATE-AID HIGHWAYS; PROMOTION OF AVIATION.
MARYLAND	5	GASOLINE TAX DIVISION, STATE COMPTROLLER GASOLINE TAX FUND STATE ROADS COMMISSION BALTIMORE CITY COUNTIES AND MUNICIPALITIES (OTHER THAN BALTIMORE)	AMOUNT REQUIRED REMAINDER 50 PERCENT 30 PERCENT 20 PERCENT	COLLECTION, ADMINISTRATION, AND REFUNDS OF TAX DISTRIBUTED FOR THE PURPOSES GIVEN BELOW: SERVICING OF CHESAPEAKE BAY FERRY SYSTEM IMPROVEMENT BONDS WITH AN ASSURANCE OF THE NECESSARY PORTION OF 30 PERCENT OF 1/2 CENT PER GALLON OF THE MOTOR-FUEL TAX FOR THIS PURPOSE; SERVICING OF STATE ROADS COMMISSION DEBENTURES WITH AT LEAST 1 1/4 MILLS PER GALLON OF THE MOTOR-FUEL TAX ASSURED FOR THIS PURPOSE; SERVICING OF STATE HIGHWAY CONSTRUCTION ELIMINATION BONDS WITH THE NECESSARY PORTION OF 30 PERCENT OF 1/2 CENT PER GALLON OF THE MOTOR-FUEL TAX ASSURED FOR THIS PURPOSE; SERVICING OF STATE HIGHWAY CONSTRUCTION TOWNSHIP BONDS; REMAINDER IS USED FOR CONSTRUCTION OR RECONSTRUCTION OF HIGHWAYS. CONSTRUCTION, RECONSTRUCTION, AND MAINTENANCE OF STREETS AND HIGHWAYS OF THE CITY; DEBT SERVICE ON OUTSTANDING BONDS ISSUED FOR CONSTRUCTION, RECONSTRUCTION, OR MAINTENANCE OF ROADS AND STREETS. THE REMAINDER TO BE USED FOR DEBT SERVICE ON BONDS RECONSTRUCTION, OR MAINTENANCE OF ROADS OR STREETS OR FOR DEBT SERVICE ON BONDS REPEATER LAWFULLY ISSUED FOR SUCH CONSTRUCTION, RECONSTRUCTION, OR MAINTENANCE.	EXCESS OVER \$50,000 RESERVE IS TRANSFERRED QUARTERLY TO THE HIGHWAY FUND. IN ADDITION TO THE MOTOR-FUEL TAX, THE HIGHWAY FUND RECEIVES THE MOTOR-VEHICLE LICENSE AND 90 PERCENT OF MOTOR-CARRIER TAX COLLECTIONS LESS \$100,000 FOR EXPENSES OF THE HIGHWAY PATROL, LESS DESIGNATED ALLOCATIONS, AND THE EXCESS FROM THE REVENUE ADMINISTRATION FEE FUND. APPORTIONMENT TO COUNTIES: 10 PERCENT EQUALLY AND 60 PERCENT ON BASIS OF RELATIVE ASSESSED VALUATIONS OF PREVIOUS YEARS; NOT LESS THAN 50 PERCENT TO BE USED ON TOWNSHIP ROADS. THIS FUND RECEIVES QUARTERLY ALLOCATIONS. COUNTIES ALLOCATE \$250 PER MILE ANNUALLY FOR MAINTENANCE OF CONNECTING LINKS OF THE COUNTY HIGHWAY SYSTEM THROUGH CITIES OF THE 1ST AND 2ND CLASSES. IN LIEU OF ALLOCATION, STATE HIGHWAY COMMISSION MAY MAINTAIN SUCH STREETS IN 3RD CLASS CITIES. FUNDS TRANSFERRED QUARTERLY TO COUNTIES AND CITIES BY STATE TREASURER, DISTRIBUTED IN THE PROPORTION THAT THE SECONDARY ROAD MILEAGE IN EACH COUNTY BEARS TO THE TOTAL SECONDARY ROAD MILEAGE OF THE STATE. DISTRIBUTED IN THE PROPORTION THAT THE POPULATION OF EACH CITY BEARS TO TOTAL POPULATION OF ALL CITIES IN THE STATE. ALL RECEIPTS ARE PAID INTO THE STATE ROAD FUND, WHICH ALSO RECEIVES MOTOR-VEHICLE AND MOTOR-CARRIER TAXES. THE INDICATED EXPENDITURES ARE MADE FROM THE COMBINED REVENUES. \$5,000,000 APPROPRIATED AND TO BE DISTRIBUTED AMONG THE SEVERAL COUNTIES IN THE FOLLOWING MANNER: ONE-THIRD TO BE DIVIDED EQUALLY AMONG 120 COUNTIES ONE-THIRD DIVIDED ON BASIS OF RATIO WHICH THE POPULATION OF EACH COUNTY BEARS TO THE TOTAL POPULATION OF THE STATE. ONE-THIRD TO BE DIVIDED EQUALLY AMONG THE SEVERAL SQUARE MILE AREA OF THE COUNTY BEARS TO THE TOTAL SQUARE MILE AREA OF THE STATE. ANY UNEXPENDED BALANCES REMAINING TO THE CREDIT OF ANY COUNTY, CARRIED FORWARD TO CURRENT YEAR ALLOCATION OF EACH COUNTY.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE G-106 (SHEET 5 OF 10 SHEETS)
STATUS AS OF JANUARY 1, 1950

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
MASSACHUSETTS	3	HIGHWAY FUND, DIVISION OF HIGHWAYS, DEPARTMENT OF PUBLIC WORKS DEPARTMENT OF CORPORATIONS AND TAXATION REGISTRY OF MOTOR VEHICLES STATE POLICE SALARIES AND EXPENSES INSURANCE DEPARTMENT STATE TREASURER CONSTRUCTION OF TOWN AND COUNTY HIGHWAYS REPAIR AND IMPROVEMENT OF PUBLIC WAYS CITIES AND TOWNS METROPOLITAN DISTRICT COMMISSION VARIOUS APPROPRIATION ACCOUNTS	ALL APPROPRIATION AMOUNT REQUIRED APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION THE RESIDUE	COLLECTION AND ADMINISTRATION OF TAX, REFUNDS OF TAX, EXPENSES OF MOTOR-VEHICLE REGISTRY, SUPPORT OF STATE HIGHWAY POLICE EXPENSES OF MOTOR-VEHICLE LIABILITY INSURANCE DIVISION, INTEREST AND PRINCIPAL ON HIGHWAY DEBT, CONSTRUCTION AND MAINTENANCE OF ROADS NOT ON STATE HIGHWAY SYSTEM, IMPROVEMENT AND MAINTENANCE OF ROADS NOT ON STATE HIGHWAY SYSTEM, LOCAL HIGHWAY PROJECTS TO ALLEVIATE UNEMPLOYMENT, CONSTRUCTION AND MAINTENANCE OF BOULEVARDS IN GREATER BOSTON, CONSTRUCTION, MAINTENANCE AND REPAIR, ADMINISTRATION AND MISCELLANEOUS EXPENSES OF STATE HIGHWAYS.	THE HIGHWAY FUND RECEIVES BOTH MOTOR-FUEL TAX AND MOTOR-VEHICLE REVENUES. THE APPROPRIATIONS NOTED IN THIS TABLE ARE FROM THE COMBINED REVENUES. MONEY FOR REFUNDS FURNISHED BY STATE TREASURER ON WARRANT. FUNDS ARE EXPENDED BY THE DIVISION OF HIGHWAYS. COUNTY COMMISSIONERS MAY REQUEST CONSTRUCTION OR IMPROVEMENT OF ROADS ON THE BASIS OF PUBLIC CONVENIENCE AND NECESSITY AND THE REQUEST GRANTED AT THE DISCRETION OF DEPARTMENT OF PUBLIC WORKS. EXPENDED BY DIVISION OF HIGHWAYS. TRANSFERRED TO CITIES AND TOWNS. EXPENDED UNDER DIRECTION OF METROPOLITAN DISTRICT COMMISSION.
MICHIGAN	1/3	STATE HIGHWAY FUND SECRETARY OF STATE STATE HIGHWAY DEPARTMENT STATE COUNTY TREASURERS	ALL AMOUNT REQUIRED \$5,000,000 PER YEAR AMOUNT APPROPRIATED \$2,550,000 PER YEAR	ALLOCATED OUT OF STATE HIGHWAY FUND FOR PURPOSES LISTED BELOW: MAINTENANCE OF STATE TRUNK LINE, FEDERAL-AID, AND NON-TRUNK LINE HIGHWAYS AND BRIDGES. ADMINISTRATIVE EXPENSE AND STATE HIGHWAY DEPARTMENT'S CONTRIBUTION TO STATE EMPLOYEE'S RETIREMENT FUND. (1) RELIEF OF ASSESSMENT DISTRICTS ESTABLISHED UNDER CONVEY ACT; (2) DEBT SERVICE ON COUNTY AND (3) TOWNSHIP ROAD BONDS; (4) MAINTENANCE OF TOWNSHIP ROADS TAKEN OVER BY COUNTIES; (5) REPAIR AND MAINTENANCE OF COUNTY ROADS AND BRIDGES; (6) CITIES AND VILLAGES FOR (4) PAYMENT OF THEIR SHARE OF STATE TRUNK LINE AND FEDERAL-AID MAINTENANCE COSTS; (8) PAYMENT OF CITY OR VILLAGE ROAD DEBT INCURRED ON STATE PROJECTS; (9) OTHER CITY OR VILLAGE ROAD DEBT SERVICE; (10) REFUNDING TO TAXPAYERS OF SPECIAL ASSESSMENTS ON TRUNK LINE PROJECTS; (11) CONSTRUCTION AND MAINTENANCE OF STREETS, ROADS, BRIDGES, ETC.; (12) PERMITTED USE BY COUNTIES OF RESIDUAL AMOUNTS (A) IMPROVEMENT, REPAIR, AND MAINTENANCE OF COUNTY ROADS AND BRIDGES AND PAYMENT OF THE COMPENSATION AND EXPENSES OF THE ROAD COMMISSION, (B) MAINTENANCE OF ADDITIONAL MILEAGE OF TOWNSHIP ROADS TAKEN OVER UNDER THE MAINT ACT OF 1931 AND (C) THE WIDENING, IMPROVEMENT, AND CONSTRUCTION OF COUNTY ROADS; (C) MAINTENANCE, IMPROVEMENT, AND ACQUISITION OF COUNTY ROADSIDE PARKS AND PARKWAYS. REFUNDS ARE DISTRIBUTED TO THE COUNTIES IN THE FOLLOWING MANNER: 1/3 IN PROPORTION TO THE AMOUNTS RECEIVED FROM THE OWNERS OF REGISTERED MOTOR VEHICLES WITHIN THE RESPECTIVE COUNTIES, AND 1/3 OF REMAINING 1/3 TO EACH COUNTY. MAINTENANCE AND IMPROVEMENT OF TOWNSHIP ROADS TAKEN OVER BY COUNTY. SNOW REMOVAL. CONSTRUCTION AND MAINTENANCE OF STATE TRUNK-LINE AND FEDERAL-AID HIGHWAYS AND BRIDGES. DEVELOPMENT OF AVIATION, IMPROVEMENT OF AVIATION FACILITIES. ACQUISITION, CONSTRUCTION, AND MAINTENANCE OF AIRPORTS AND CHANNELS; REGULATION AND CONTROL OF BOATING; STATE PARTICIPATION IN CERTAIN FEDERAL PROGRAMS.	FUNDS ARE APPROPRIATED TO THE SEVERAL COUNTIES IN DIRECT PROPORTION TO EACH COUNTY'S PERCENTAGE OF THE TOTAL TOWNSHIP HIGHWAY MILEAGE. FUND DISTRIBUTED TO COUNTIES HAVING A PRECIPITATION OF 60 INCHES OF SNOW OR MORE AND THEN ALLOCATED ON BASIS OF 1/4 INCH MILES OF SNOWFALL. ONE-FOURTH IN UPPER PENINSULA AND ONE-FOURTH IN NORTHERN PART OF LOWER PENINSULA. USE DURING SCHEDULED INTERSTATE FLIGHTS IS GIVEN A PARTIAL REFUND FROM THIS ACCOUNT. ANY RETURNOABLE MARINE USE IS PAID FROM THE WATERWAYS COMMISSION ACCOUNT.
MINNESOTA	5	MOTOR-FUEL TAX SUSPENSE ACCOUNT, PETROLEUM DIVISION, DEPARTMENT OF TAXATION TRUNK HIGHWAY FUND, STATE HIGHWAY DEPARTMENT STATE ROAD AND BRIDGE FUND - DISTRIBUTED TO COUNTIES	AMOUNT REQUIRED 2/3 OF REMAINDER 1/3 OF REMAINDER \$40,000 ANNUALLY \$1,200,000 ANNUALLY THE RESIDUE	CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE TRUNK HIGHWAY SYSTEM, INCLUDING MUNICIPAL EXTENSION, AND SUPPORT OF STATE HIGHWAY PATROL. FOR REDISTRIBUTION AS SHOWN BELOW: REIMBURSEMENT OF TRUNK HIGHWAY FUND FOR THE COST OF MAINTAINING A COUNTY HIGHWAY DIVISION IN THE DEPARTMENT OF HIGHWAYS. PAID TO COUNTIES FOR STATE-AID ROAD CONSTRUCTION AND MAINTENANCE. CONSTRUCTION AND MAINTENANCE OF COUNTY-AID ROADS AND BRIDGES, AND SERVICE OF COUNTY HIGHWAY DEBT.	COLLECTION AND OPERATING EXPENSES OF THE PETROLEUM DIVISION ARE FINANCED BY DIRECT APPROPRIATIONS FROM THE STATE GENERAL FUND. INSPECTION FEES, LICENSES, FINES, AND PENALTIES ARE CREDITED TO THE STATE GENERAL FUND. THIS FUND ALSO RECEIVES A PORTION OF MOTOR-VEHICLE REVENUES. FUNDS DISTRIBUTED IN THE FOLLOWING MANNER: EACH COUNTY RECEIVES NOT LESS THAN 3/4 OF ONE PERCENT AND NOT MORE THAN 3 PERCENT, DEPENDING ON THE MILEAGE OF COUNTY AND TOWN ROADS AND THE TRAFFIC NEEDS AND CONDITIONS OF THE RESPECTIVE COUNTIES. 25 PERCENT OF THE FUNDS APPORTIONED MAY BE USED FOR PAYMENT OF INTEREST OR PRINCIPAL ON COUNTY ROAD AND BRIDGE BONDS AND OF BONDS ISSUED TO MATCH FEDERAL-AID MONIES. COUNTY MAY ISSUE ROAD AND BRIDGE WARRANTS, PAYABLE WITHIN 10 YEARS AND OUT OF GASOLINE TAX REVENUE, WHEREIN THE ASSESSED VALUATION OF REAL PROPERTY FOR TAX PURPOSES DOES NOT EXCEED \$2,500,000. COUNTIES MAY APPORTION 50 PERCENT TO TOWNSHIPS FOR ROAD PURPOSES AND MAY UNDER SPECIAL CONDITIONS PAY DEBT SERVICE ON MUNICIPAL BRIDGE CONSTRUCTION BONDS. REFUNDS ON GRANTED BASIS FOR 50,000 GALLONS AND OVER.
MISSISSIPPI	6	AVIATION FUEL TAX FUND MOTOR VEHICLE CONTROLLER ACCOUNT MOTOR VEHICLE CONTROLLER HIGHWAY BOND SINKING FUND COUNTY ROAD PROTECTION FUND, COAST COUNTIES HIGHWAY SAFETY PATROL STATE HIGHWAY DEPARTMENT COUNTY ROAD FUNDS	NET 16-CENT TAX ON AVIATION USE AMOUNT REQUIRED 1/12 OF REMAINDER AMOUNT REQUIRED 1-3/4 CENTS PER GALLON TAXED IN THE 3 COUNTIES APPROPRIATION THE RESIDUE 2/12 OF REMAINDER	AVIATION PURPOSES. COLLECTION, ADMINISTRATION, AND REFUNDS OF TAX. FOR EXPENDITURE OR REDISTRIBUTION AS FOLLOWS: DEBT SERVICE ON STATE HIGHWAY BONDS. DEBT SERVICE ON SEA-WALL BONDS; SEA-WALL CONSTRUCTION AND MAINTENANCE (AS ROAD PROTECTION MEASURE IN COAST COUNTIES). STATE HIGHWAY AND BRIDGE CONSTRUCTION AND MAINTENANCE. SERVICE OF COUNTY ROAD AND ROAD DISTRICT OBLIGATIONS; CONSTRUCTION AND MAINTENANCE OF ROADS AND BRIDGES IN COUNTIES.	THIS ALLOCATION HAS PRIORITY OVER ALL OTHERS, BUT IS DEDUCTED FROM THE 7/12 STATE SHARE. THESE FUNDS ALSO RECEIVE OTHER HIGHWAY-USER REVENUES. FUNDS ARE DISTRIBUTED AMONG THE COUNTIES IN THE FOLLOWING MANNER: ONE-THIRD ON MONTHLY REGISTRATION, ONE-THIRD ON AREA, AND ONE-THIRD ON POPULATION. THIS IS A COMMON FUND RECEIVING MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER TAXES, AND OTHER REVENUES.
MISSOURI	2	STATE HIGHWAY DEPARTMENT FUND FUEL TAX UNIT, DEPARTMENT OF REVENUE STATE HIGHWAY PATROL ROAD BOND INTEREST AND SINKING FUND SPECIFIC ADMINISTRATIVE EXPENSES STATE ROAD FUND, AND DIRECT EXPENDITURES	ALL APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION THE RESIDUE	ALLOCATED OR PAID OUT OF THIS FUND FOR PURPOSES INDICATED BELOW: COLLECTION, ADMINISTRATION, AND REFUND OF MOTOR-FUEL TAX. STATE HIGHWAY PATROL. DEBT SERVICE ON STATE HIGHWAY BONDS. (1) SERVICES RELATING TO TAXES; (2) AUDITING HIGHWAY DEPARTMENT ACCOUNTS; (3) HANDLING ROAD BONDS; (4) DISTRIBUTION OF COMMON CARRIER FEES; (5) BOARD OF FUND COMMISSIONERS; (6) WORKINGMAN'S COMPENSATION AND RETIREMENT. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE PRIMARY AND SECONDARY HIGHWAYS, TRAFFIC RELIEF, AND SUPPLEMENTARY PARK, AND CONNECTING ROADS; REIMBURSEMENT TO COUNTIES.	INCLUDES REIMBURSEMENT TO COUNTIES, ETC., FOR STATE HIGHWAYS CONSTRUCTED AT THEIR EXPENSE. RESIDUE DISTRIBUTED AS FOLLOWS: 48.8 PERCENT TO PRIMARY SYSTEM AND 51.2 PERCENT TO SECONDARY SYSTEM.

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS TABLE G-1105, (SHEET 6 OF 10 SHEETS) STATUS AS OF JANUARY 1, 1950 COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
MONTANA	6	GASOLINE LICENSE OR BACK FUND STATE HIGHWAY FUND STATE BOARD OF EQUALIZATION STATE HIGHWAY TREASURY DEBTURE RECOPTION FUND STATE HIGHWAY DEPARTMENT STATE AVIATION FUND	AMOUNT REQUIRED REMAINDER APPROPRIATION AMOUNT REQUIRED THE RESIDUE 1 CENT OF TAX ON AVIATION GASOLINE	REFUNDS OF MOTOR-FUEL TAX. FOR EXPENDITURE OR RECONSTRUCTION AS FOLLOWS: COLLECTION AND ADMINISTRATION OF TAX. DEBT SERVICE ON STATE HIGHWAY OBLIGATIONS. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF FEDERAL-AID AND OTHER ROADS AUTHORIZED BY LAW. REGULATION OF AERONAUTICS AND OTHER MATTERS PERTAINING TO AIRCRAFT.	25 PERCENT ALLOTTED. AMOUNT NOT USED IS PAID TO STATE HIGHWAY FUND AT END OF FISCAL YEAR. NET RECEIPTS GO TO STATE HIGHWAY FUND, FROM WHICH COLLECTION AND MISCELLANEOUS EXPENSES ARE PAID. THE REMAINING 5 CENTS OF THE TAX COLLECTED ON AVIATION GASOLINE IS REFUNDED.
NEBRASKA	2/6	GASOLINE TAX FUND DIVISION OF MOTOR FUEL, DEPARTMENT OF AGRICULTURE AGRICULTURE REFUND FUND COUNTY TREASURERS COUNTY TREASURERS COUNTIES CITIES	ALL AMOUNT REQUIRED AMOUNT REQUIRED 16-2/3 PERCENT 25 PERCENT 22-1/2 PERCENT 2-1/2 PERCENT	EXPORTS, FEDERAL REFUNDS, ERRORS AND LOSSES PAID OUT OF THIS FUND. THE REMAINDER IS DISTRIBUTED AS SHOWN BELOW. TO HELP PAY COST OF ADMINISTERING AND ENFORCING MOTOR-FUEL TAX LAW; TO PAY REFUNDS FOR PURPOSES OTHER THAN SHOWN BELOW. REFUNDS TO PERSONS PURCHASING GASOLINE FOR AGRICULTURAL PURPOSES. RURAL FREE DELIVERY AND STAR ROUTES. ROAD IMPROVEMENT OTHER THAN IN INCORPORATED PLACES, AND DEBT SERVICE. STREET IMPROVEMENTS. FOR CONSTRUCTION, MAINTENANCE, ADMINISTRATION, AND HIGHWAY PLANNING; TO CONSTRUCT AND MAINTAIN CITY STREETS ON STATE SYSTEM IN PLACES UNDER 2,500 POPULATION. DEVELOPMENT OF AVIATION.	COLLECTION EXPENSE PAID OUT OF INSPECTION FEES, FUEL CARRIER PERMIT FEES, AND OTHER INCIDENTAL FEES. CITY TAX NOT EXCEED ONE HALF OF ONE PERCENT OF THE TOTAL GASOLINE TAX COLLECTED. DISTRIBUTED TO COUNTIES ON BASIS OF POPULATION OTHER THAN IN INCORPORATED AREAS AND ON THE BASIS OF THEIR MOTOR-VEHICLE REGISTRATIONS. DISTRIBUTED TO COUNTIES IN THE PROPORTION THAT EACH COUNTY'S NON-FARM POPULATION BEARS TO THE TOTAL NON-FARM POPULATION OF THE STATE. EACH COUNTY DISTRIBUTES THE AMOUNT RECEIVED TO INCORPORATED PLACES ACCORDING TO POPULATION, AS MUCH AS ONE HUNDRED THIRTS TO INCORPORATED PLACES AND THE BALANCE TO THE 2-1/2 PERCENT FUND FOR ALLOCATION TO CITIES AND VILLAGES WITHIN THE RESPECTIVE COUNTIES.
NEVADA	1/4.5	HIGHWAY CASH FUND, DEPARTMENT OF ROADS AND IRRIGATION AVIATION FUND, DEPARTMENT OF AERONAUTICS STATE HIGHWAY FUND STATE TAX COMMISSION STATE HIGHWAY DEPARTMENT	58-1/3 PERCENT OF REMAINDER 5 CENTS ON AVIATION USE ALL AMOUNT REQUIRED THE RESIDUE	FOR CONSTRUCTION, MAINTENANCE, ADMINISTRATION, AND HIGHWAY PLANNING; TO CONSTRUCT AND MAINTAIN CITY STREETS ON STATE SYSTEM IN PLACES UNDER 2,500 POPULATION. DEVELOPMENT OF AVIATION. ALLOCATED ON PAID OUT OF THIS FUND FOR PURPOSES INDICATED BELOW: COLLECTION, ADMINISTRATION, AND REFUNDS OF TAX. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF THE DESIGNATED STATE HIGHWAY SYSTEM AND FEDERAL-AID SECONDARY ROADS.	THIS IS A COMMON FUND RECEIVING MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER REVENUES, AND APPROPRIATIONS ARE MADE FROM COMBINED REVENUES. ADMINISTRATIVE EXPENSE IS LIMITED TO 5 PERCENT OF GROSS TAX COLLECTIONS. COLLECTION EXPENSES ARE PAID FROM MOTOR-VEHICLE REVENUES. 3-CENT TAX AND ANNUAL NET RECEIPTS OF MOTOR VEHICLE DEPARTMENT MAKE UP THE HIGHWAY FUND. TOTAL RECEIPTS OF \$190,000 TO STATE POLICE, STATE POLICE FINES, EXCEPT FOR FELONIES AND COSTS OF COURTS, ARE PLACED IN THE HIGHWAY FUND. TOWN-ROAD AID AND STATE-AID MONEY IS SPENT UNDER DIRECTION OF STATE HIGHWAY DEPARTMENT. AID ON CLASS II HIGHWAYS IS ON A SLIDING SCALE BASED ON ASSESSED VALUATIONS OF CITIES OR TOWNS. DETAILS OF THIS ALLOCATION AND OF AID ON CLASS V HIGHWAYS ARE TOO VOLUMINOUS FOR PRESENTATION HERE. 50 PERCENT FOR AIR NAVIGATION FACILITIES; 50 PERCENT FOR REPAIRMENT OF BONDS ISSUED FOR AIRPORT CONSTRUCTION. NET REVENUES FROM MOTOR-FUEL TAX GO INTO THE GENERAL STATE FUND, TOGETHER WITH REVENUES FROM MANY OTHER SOURCES, AND LOSE THEIR IDENTITY. APPROPRIATIONS FOR HIGHWAY PURPOSES ARE MADE FROM THE GENERAL STATE FUND AND MAY BE CONSIDERED AS DERIVED FROM MOTOR-FUEL TAX AND OTHER HIGHWAY-USER REVENUES INsofar AS HIGHWAY APPROPRIATIONS DO NOT EXCEED SUCH REVENUES.
NEW HAMPSHIRE	4	STATE TREASURER GENERAL HIGHWAY FUND HIGHWAY SINKING FUND AVIATION FUND	AMOUNT REQUIRED 3 CENTS 1 CENT 8-CENT TAX ON AVIATION GASOLINE	REFUNDS OF TAX. STATE HIGHWAY CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION; STATE POLICE; TO TOWNS FOR WORK ON LOCAL ROADS AND STREETS; CONSTRUCTION AND MAINTENANCE OF FOREST ROADS AND STATE RESERVATION ROADS; SEA-WALL CONSTRUCTION FOR HIGHWAY PROTECTION; AND MAINTENANCE OF HAMPTON PARKING AREA. DEBT SERVICE ON PERMANENT HIGHWAY BONDS AND FLOOD REPLACEMENT BONDS. AIR NAVIGATION FACILITIES AND DEBT REPAYMENT.	COLLECTION EXPENSES ARE PAID FROM MOTOR-VEHICLE REVENUES. 3-CENT TAX AND ANNUAL NET RECEIPTS OF MOTOR VEHICLE DEPARTMENT MAKE UP THE HIGHWAY FUND. TOTAL RECEIPTS OF \$190,000 TO STATE POLICE, STATE POLICE FINES, EXCEPT FOR FELONIES AND COSTS OF COURTS, ARE PLACED IN THE HIGHWAY FUND. TOWN-ROAD AID AND STATE-AID MONEY IS SPENT UNDER DIRECTION OF STATE HIGHWAY DEPARTMENT. AID ON CLASS II HIGHWAYS IS ON A SLIDING SCALE BASED ON ASSESSED VALUATIONS OF CITIES OR TOWNS. DETAILS OF THIS ALLOCATION AND OF AID ON CLASS V HIGHWAYS ARE TOO VOLUMINOUS FOR PRESENTATION HERE. 50 PERCENT FOR AIR NAVIGATION FACILITIES; 50 PERCENT FOR REPAIRMENT OF BONDS ISSUED FOR AIRPORT CONSTRUCTION. NET REVENUES FROM MOTOR-FUEL TAX GO INTO THE GENERAL STATE FUND, TOGETHER WITH REVENUES FROM MANY OTHER SOURCES, AND LOSE THEIR IDENTITY. APPROPRIATIONS FOR HIGHWAY PURPOSES ARE MADE FROM THE GENERAL STATE FUND AND MAY BE CONSIDERED AS DERIVED FROM MOTOR-FUEL TAX AND OTHER HIGHWAY-USER REVENUES INsofar AS HIGHWAY APPROPRIATIONS DO NOT EXCEED SUCH REVENUES.
NEW JERSEY	3	STATE TREASURER GENERAL STATE FUND	AMOUNT REQUIRED REMAINDER	REFUNDS OF TAX. SUBJECT TO APPROPRIATION FOR HIGHWAY OR OTHER PURPOSES.	NET REVENUES FROM MOTOR-FUEL TAX GO INTO THE GENERAL STATE FUND, TOGETHER WITH REVENUES FROM MANY OTHER SOURCES, AND LOSE THEIR IDENTITY. APPROPRIATIONS FOR HIGHWAY PURPOSES ARE MADE FROM THE GENERAL STATE FUND AND MAY BE CONSIDERED AS DERIVED FROM MOTOR-FUEL TAX AND OTHER HIGHWAY-USER REVENUES INsofar AS HIGHWAY APPROPRIATIONS DO NOT EXCEED SUCH REVENUES.
NEW MEXICO	7	GASOLINE TAX SINKING FUND, GASOLINE TAX DIVISION OF BUREAU OF REVENUE INTEREST AND SINKING FUND, STATE HIGHWAY DEBTURES STATE ROAD FUND, STATE HIGHWAY DEPARTMENT	ALL 2 CENTS THE RESIDUE	COLLECTION, ADMINISTRATION, AND REFUNDS OF TAX, INCLUDING GASOLINE TAX COLLECTION EXPENSES OF DEPARTMENT OF COURTESY AND INFORMATION. REMAINDER APPORTIONED TO OTHER FUNDS AS FOLLOWS: DEBT SERVICE ON STATE HIGHWAY DEBTURES AND EXPENSE OF PAYING THE OBLIGATIONS. STATE HIGHWAY CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION, INCLUDING STATE HIGHWAYS THROUGH INCORPORATED PLACES.	GASOLINE TAX DIVISION EXPENSES LIMITED TO 3 PERCENT OF COLLECTIONS, AFTER REFUNDS, DEPARTMENT OF COURTESY AND INFORMATION LIMITED TO 3 PERCENT OF TOTAL COLLECTIONS MADE BY THEM. DISTRIBUTED TO THE GASOLINE TAX HIGHWAY DEBTURE BONDS INTEREST AND PRINCIPAL SINKING FUND. LAW LIMITS EXPENDITURES TO STATE HIGHWAYS. MONTHLY ALLOTMENTS ARE MADE TO THIS FUND TO COVER GASOLINE TAX SINKING FUND. ROAD FUND ALSO RECEIVES OTHER HIGHWAY-USER REVENUES.
NEW YORK	4	MISCELLANEOUS TAX BUREAU, DEPARTMENT OF TAXATION STATE GENERAL FUND DEPARTMENT OF PUBLIC WORKS COUNTIES (OUTSIDE NEW YORK CITY)	AMOUNT REQUIRED REMAINDER 37.5 PERCENT 10 PERCENT	REFUNDS OF TAX. FOR THE CONSTRUCTION, RECONSTRUCTION, MAINTENANCE, AND REPAIR OF HIGHWAYS, BRIDGES, AND CULVERTS UNDER THE DIRECTION OF THE SUPERINTENDENT OF PUBLIC WORKS, CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS AND TOWN HIGHWAYS.	COLLECTION AND ADMINISTRATION EXPENSES ARE PAID BY AN APPROPRIATION FROM THE STATE GENERAL FUND. NET REVENUES FROM MOTOR-FUEL TAX GO INTO THE STATE GENERAL FUND, TOGETHER WITH REVENUES FROM MANY OTHER SOURCES, AND LOSE THEIR IDENTITY. APPROPRIATIONS FOR HIGHWAY PURPOSES ARE MADE FROM THE STATE GENERAL FUND AND MAY BE CONSIDERED AS DERIVED FROM MOTOR-FUEL TAX AND OTHER HIGHWAY-USER REVENUES INsofar AS HIGHWAY APPROPRIATIONS DO NOT EXCEED SUCH REVENUES. DISTRIBUTED IN PROPORTION TO TOTAL MILEAGE OF PUBLIC HIGHWAYS WITHIN THE COUNTIES.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE Q-106 (SHEET 7 OF 10 SHEETS)
STATUS AS OF JANUARY 1, 1950

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
NORTH CAROLINA	7	STATE HIGHWAY FUND, STATE TREASURY	ALL	DISTRIBUTED FOR EXPENDITURE AS FOLLOWS: REFUNDS OF TAX. COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAX; COLLECTION OF MOTOR-VEHICLE REGISTRATION FEES AND MOTOR-CARRIER TAXES; ADMINISTRATION OF MOTOR VEHICLE LAWS; STATE HIGHWAY PATROL AND SAFETY. BUS INVESTIGATION (REGULATION OF FRANK-PISE BUSES AND TRUCKS). ADMINISTRATION OF STATE HIGHWAY DEPARTMENT; CONSTRUCTION, MAINTENANCE, AND BETTERMENT OF STATE, COUNTY, AND CITY HIGHWAYS AND SCenic PARKWAYS. SALARIES AND EXPENSES OF THIS COMMISSION. SALARIES AND EXPENSES OF STATE HIGHWAY DEPARTMENT. INTEREST AND REDEMPTION OF STATE HIGHWAY BONDS; SINKING FUND INSTALLMENTS, STATE HIGHWAY BONDS.	HIGHWAY FUND RECEIVES ENTIRE MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER TAXES AND OTHER REVENUES.
		UTILITIES COMMISSION	AMOUNT REQUIRED APPROPRIATION	REFUNDS OF TAX.	
		HIGHWAY AND PUBLIC WORKS COMMISSION	APPROPRIATION	COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAX; COLLECTION OF MOTOR-VEHICLE REGISTRATION FEES AND MOTOR-CARRIER TAXES; ADMINISTRATION OF MOTOR VEHICLE LAWS; STATE HIGHWAY PATROL AND SAFETY. BUS INVESTIGATION (REGULATION OF FRANK-PISE BUSES AND TRUCKS). ADMINISTRATION OF STATE HIGHWAY DEPARTMENT; CONSTRUCTION, MAINTENANCE, AND BETTERMENT OF STATE, COUNTY, AND CITY HIGHWAYS AND SCenic PARKWAYS. SALARIES AND EXPENSES OF THIS COMMISSION. SALARIES AND EXPENSES OF STATE HIGHWAY DEPARTMENT. INTEREST AND REDEMPTION OF STATE HIGHWAY BONDS; SINKING FUND INSTALLMENTS, STATE HIGHWAY BONDS.	\$2,500,000 ALLOCATED ANNUALLY TO CITIES AND TOWNS AS FOLLOWS: ONE-THIRD ON BASIS OF POPULATION; ONE-THIRD ON BASIS OF STREET MILEAGE ON STATE HIGHWAY SYSTEM; AND ONE-THIRD ON BASIS OF RELATIVE NEEDS AS BETWEEN THE VARIOUS CITIES AND TOWNS AS DETERMINED BY THE STATE HIGHWAY AND PUBLIC WORKS COMMISSION.
		PROBATION COMMISSION	APPROPRIATION	REFUNDS OF TAX.	
NORTH DAKOTA	4	STATE AUDITOR - GAS TAX DIVISION	APPROPRIATION	COLLECTION AND ADMINISTRATION EXPENSE.	COLLECTS ALL MOTOR-FUEL TAXES AND ISSUE WARRANTS FOR REFUNDS.
		GAS TAX REFUNDS FUND	15 TO 50 PERCENT OF GROSS COLLECTIONS	REFUNDS OF TAX.	
		STATE HIGHWAY CONSTRUCTION FUND	2 CENTS	STATE HIGHWAY CONSTRUCTION AND MAINTENANCE.	THIS FUND ALSO RECEIVES MOTOR-VEHICLE REVENUES. USE-FUEL TAX DISTRIBUTED AS FOLLOWS: 3 CENTS TO STATE HIGHWAY CONSTRUCTION FUND; 1 CENT TO COUNTY AID HIGHWAY FUND.
		STATE HIGHWAY CERTIFICATE RETIREMENT FUND	1 CENT	INTEREST AND RETIREMENT OF STATE HIGHWAY REVENUE ANTICIPATION CERTIFICATES.	THIS FUND ALSO RECEIVES MOTOR-VEHICLE REVENUES. APPORTIONED TO COUNTIES IN THE PROPORTION THAT THE NUMBER OF MOTOR VEHICLES REGISTERED IN EACH COUNTY BEARS TO THE TOTAL MOTOR VEHICLES REGISTERED IN ALL COUNTIES OF THE STATE THE PRECEDING CALENDAR YEAR.
OHIO	4	ROTARY FUNDS, GASOLINE DIVISION	AMOUNT REQUIRED	ADMINISTRATION EXPENSE AND REFUNDS OF MOTOR-VEHICLE FUEL TAX.	SUFFICIENT AMOUNTS ARE PLACED IN EACH OF TWO ROTARY FUNDS TO MAINTAIN THEM AT \$125,000 COMBINED.
		HIGHWAY CONSTRUCTION FUNDS, DEPARTMENT OF HIGHWAYS	33-3/4 PERCENT	CONSTRUCTION OF STATE HIGHWAYS, INCLUDING GRADE CROSSING ELIMINATION.	DIRECTOR OF HIGHWAYS MAY EXPEND FUNDS ON URBAN EXTENSIONS OF STATE HIGHWAYS; 45 PERCENT OF THESE FUNDS TO BE USED IN COUNTIES ON THE BASIS OF PRECEDING YEAR'S REGISTRATION 55 PERCENT TO BE APPLIED TO COUNTIES ON AN EQUITABLE BASIS.
		MAINTENANCE AND REPAIR FUND, DEPARTMENT OF HIGHWAYS	22-1/2 PERCENT	MAINTENANCE OF STATE HIGHWAYS.	12-1/2 PERCENT FROM MAINTENANCE AND 3-3/4 PERCENT FROM CONSTRUCTION FUNDS (25 PERCENT OF FIRST 2 CENTS AND 7-1/2 PERCENT OF SECOND 2 CENTS); DISTRIBUTED TO COUNTIES IN EQUAL PORTIONS.
		COUNTIES (TO BE PAID TO TOWNSHIPS)	8-3/4 PERCENT	CONSTRUCTION AND MAINTENANCE OF TOWNSHIP ROADS.	FROM CONSTRUCTION FUNDS (17-1/2 PERCENT OF SECOND 2 CENTS). DISTRIBUTED TO COUNTIES IN EQUAL PORTIONS. COUNTY MAY EXPEND FUNDS AT OPTION OF TOWNSHIP.
OKLAHOMA	6.5	MUNICIPALITIES	18-3/4 PERCENT	CONSTRUCTION AND MAINTENANCE OF CITY STREETS, STREET CLEANING AND TRAFFIC LIGHTS.	15 PERCENT FROM MAINTENANCE, 3-3/4 PERCENT FROM CONSTRUCTION FUNDS (30 PERCENT OF FIRST 2 CENTS AND 7-1/2 PERCENT OF SECOND 2 CENTS). IN CITIES ON STATE HIGHWAY SYSTEM 1/6 OF ALLOTMENT SHALL BE SPENT ON URBAN EXTENSIONS THEREOF. ALLOTTED ON THE BASIS OF THE NUMBER OF VEHICLES REGISTERED IN THE PRECEDING YEAR.
		STATE TAX COMMISSION FUND	3 CENTS	COLLECTION AND ADMINISTRATION OF TAX.	[SPECIAL USE-FUEL TAX DISTRIBUTED AS FOLLOWS: 3 PERCENT TO STATE TAX COMMISSION FUND; 72-75 PERCENT TO STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND; 24-25 PERCENT TO COUNTIES; SUBJECT TO SAME GENERAL PROVISIONS AS REGULAR TAX.]
		STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND	70 PERCENT	CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS.	THESE FUNDS ARE DISTRIBUTED TO CITIES AND TOWNS IN THE PROPORTION WHICH THE POPULATION, AS SHOWN BY THE LAST FEDERAL CENSUS, BEARS TO THE TOTAL POPULATION OF ALL THE INCORPORATED CITIES AND TOWNS IN THE STATE.
		INCORPORATED CITIES AND TOWNS	5 PERCENT	CONSTRUCTION AND MAINTENANCE OF STREETS AND ALLEYS.	DISTRIBUTION IS AS FOLLOWS: FORTY (40) PERCENT OF SUCH SUM SHALL BE DISTRIBUTED TO THE INCORPORATED CITIES AND TOWNS IN THE STATE. THE REMAINDER SHALL BE DISTRIBUTED TO THE ENTIRE STATE ROAD MILEAGE AS CONTROLLED BY THE STATE HIGHWAY COMMISSION. SIXTY (60) PERCENT OF SUCH SUM SHALL BE DISTRIBUTED TO THE VARIOUS COUNTIES ON THE BASIS WHICH THE POPULATION AND AREA OF EACH COUNTY BEARS TO THE TOTAL POPULATION AND AREA OF THE STATE."
OREGON	6	COUNTY HIGHWAY FUNDS	22 PERCENT	CONSTRUCTION AND MAINTENANCE OF COUNTY OR TOWNSHIP HIGHWAYS AND BEST SERVICE ON COUNTY HIGHWAY BONDS. COUNTIES MAYING LIFO OR MORE PERSONS ELIGIBLE FOR RELIEF EMPLOYMENT. 50% OF ALLOTMENT TO BE USED TO PARTICIPATE IN OR SPONSOR FEDERAL ROAD PROJECTS. THIS PROVISION IS CONTINGENT ON CONTINUANCE OF PROJECTS.	APPORTIONED IN THE SAME MANNER AS COUNTY HIGHWAY FUNDS LISTED ABOVE.
		STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND	2-1/2 CENTS	FOR FARM-TO-MARKET ROADS.	EARNED FOR DISTRIBUTION TO COUNTIES ON FOLLOWING BASIS: ONE-THIRD (1/3) ON AREA; ONE-THIRD (1/3) ON RURAL POPULATION (DEFINED AS, INCLUDING THE POPULATION OF ALL MUNICIPALITIES WITH A POPULATION OF LESS THAN 5,000 ACCORDING TO THE LAST FEDERAL CENSUS); ONE-THIRD (1/3) ON COUNTY ROAD MILEAGE. AS MUCH OF THE STATE HIGHWAY FUND AS MAY BE NECESSARY TO PAY THE DEBT OF THE COUNTY SHALL BE PAID BY THE COUNTY TO THE STATE HIGHWAY COMMISSION.
		COUNTY SPECIAL FUNDS	1/2 CENT	CONSTRUCTION OF BRIDGES AND CULVERTS ON SCHOOL BUS AND MAIL ROUTES AND RESURFACING THESE ROUTES.	RECEIPTS ARE DEPOSITED IN STATE GENERAL FUND, FROM WHICH EXPENSES AND REFUNDS ARE PAID.
		SECRETARY OF STATE (COLLECTION AGENCY)	1 CENT	COLLECTION, ADMINISTRATION, AND REFUNDS OF TAX.	HIGHWAY FUND RECEIVES MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER TAXES AND OTHER REVENUES. INDICATED ALLOCATIONS ARE FROM COMBINED REVENUES. 15 PERCENT OF ALL MONEY CREDITED TO STATE HIGHWAY FUND. ALLOCATIONS TO COUNTIES ARE BASED ON THE SAME RATIO AS COUNTY MOTOR-VEHICLE REGISTRATIONS AND TOTAL STATE TO PERCENT OF ALL MONEY CREDITED TO STATE HIGHWAY FUND. ALLOCATIONS MADE TO CITIES ON BASIS OF POPULATION.
OREGON	6	STATE HIGHWAY FUND	REMAINDER	FOR VARIOUS PURPOSES GIVEN BELOW:	
		COUNTIES	15 PERCENT	GERT SERVICE ON COUNTY ROAD OBLIGATIONS; PREPARATION OF ROADBEDS, BRIDGES, ETC., FOR CONSTRUCTION OF STATE HIGHWAYS; GENERAL ROAD IMPROVEMENT.	
		CITIES	10 PERCENT	CONNECTIONS BETWEEN STATE HIGHWAYS.	
		DEPARTMENT OF STATE POLICE	APPROPRIATION	STATE HIGHWAY POLICE PATROL.	
OREGON	6	STATE HIGHWAY COMMISSION	AMOUNT REQUIRED	INTEREST AND REDEMPTION, STATE HIGHWAY BONDS.	
		ALLOTMENTS FUND	RESIDUAL	INTEREST AND REDEMPTION, SALMON RIVER-GRAND RONCE HIGHWAY IMPROVEMENT DISTRICT BONDS.	
				CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS AND ADMINISTRATION OF STATE HIGHWAY COMMISSION; COOPERATION IN CONSTRUCTION OF FEDERAL FOREST HIGHWAYS AND THE ESTABLISHMENT AND MAINTENANCE OF STATE PARKS. REPAIR AND MAINTENANCE OF CITY STREETS FORMING LINKS TO STATE PRIMARY OR SECONDARY ROAD SYSTEMS. ADVANCEMENT OF AVIATION.	
			1 CENT OF TAX ON AVIATION FUEL		FIVE-CENT REFUND MADE ON AVIATION FUEL.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE B-176a (SHEET 9 OF 10 SHEETS)
STATUS AS OF JANUARY 1, 1950

STATE	TAX RATE PER GALLON	NAM. OF FUND OR AGENCY	AMOUNT REQUIRED OR APPROPRIATION	SUBJECTS OF EXPENDITURE	REMARKS
UTAH	4	STATE TAX COMMISSION GENERAL FUND STATE HIGHWAY CONSTRUCTION AND MAINTENANCE RESERVE FUND, STATE ROAD COMMISSION AERONAUTICS FUND, AERONAUTICS COMMISSION, STATE DEPARTMENT OF ENGINEERING	AMOUNT REQUIRED APPROPRIATION 4 CENTS 1-CENT TAX ON AVIATION GASOLINE	COLLECTION AND ADMINISTRATION OF TAX. RENTAL OF OFFICE SPACE IN STATE CAPITAL OCCUPIED BY STATE ROAD COMMISSION. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE HIGHWAYS; EXPENSES OF HIGHWAY POLICE; UTAH TRAFFIC SAFETY COUNCIL. PROMOTION, SUPERVISION, AND REGULATION OF AERONAUTICS; CONSTRUCTION AND MAINTENANCE OF AIRPORTS.	BIENNIAL APPROPRIATION OF ABOUT \$45,000 OR AS MUCH THEREOF AS NEEDED. BIENNIAL APPROPRIATION OF ABOUT \$12,000. THIS FUND RECEIVES THE NET PROCEEDS OF USE-FUEL TAX. 75 PERCENT COLLECTED FROM EACH AIRPORT IS RETURNED FOR IMPROVEMENT OF THAT AIRPORT. 25 PERCENT IS USED FOR PROMOTION AND REGULATION OF AERONAUTICS.
VERMONT	2 1/5	HIGHWAY FUND, STATE TREASURY MOTOR VEHICLE DEPARTMENT DEPARTMENT OF PUBLIC SAFETY AERONAUTICS COMMISSION STATE TREASURER DEPARTMENT OF HIGHWAYS	ALL APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION	FOR REDISTRIBUTION AS SHOWN BELOW: EXPENSES OF OPERATING DEPARTMENT, INCLUDING COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAX AND MOTOR-VEHICLE FEES. EXPENSES OF OPERATING DEPARTMENT, INCLUDING ADMINISTRATION OF STATE POLICE AND OTHER STATE INVESTIGATING AGENCIES. EXPENSES OF ADMINISTERING AND ENFORCING STATE LAWS RELATING TO AERONAUTICS. PAYMENT OF PRINCIPAL AND INTEREST ON OUTSTANDING HIGHWAY AND BRIDGE BONDS. SUPERVISION, ENGINEERING, AND OFFICE EXPENSE; CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAY; MATCHING FEDERAL-AID HIGHWAY FUNDS; APPROPRIATION FOR AID TO CITIES AND TOWNS FOR CONSTRUCTION AND MAINTENANCE OF STATE-AID AND TOWN HIGHWAYS; CONSTRUCTION OF FOREST AND PARK ROADS.	THIS IS A COMMON FUND RECEIVING GROSS REVENUES FROM MOTOR-FUEL TAXES AND MOTOR-VEHICLE FEES. APPROPRIATIONS ARE FROM COMBINED REVENUES. BRIDGE BONDS, ACT 47, 1949, AND MISSISSOQUI BAY BRIDGE BONDS.
VIRGINIA	6	DIVISION OF MOTOR VEHICLES, DEPARTMENT OF FINANCE DEPARTMENT OF AGRICULTURE AND IMMIGRATION DIVISION OF GROUND AND BUILDINGS DEPARTMENT OF LAW DEPARTMENT OF HIGHWAYS COUNTIES NOT UNDER "BIRD ROAD LAW" STATE PRISON BOARD STATE HIGHWAY MAINTENANCE AND CONSTRUCTION FUND DIVISION OF MOTOR VEHICLES, DEPARTMENT OF FINANCE DEPARTMENT OF STATE POLICE, DEPARTMENT OF FINANCE DEPARTMENT OF HIGHWAYS CORPORATION COMMISSION, DIVISION OF AERONAUTICS	AMOUNT REQUIRED APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION RESIDUE NET TAX ON AVIATION FUEL ALL	REFUNDS OF TAX. INSPECTION AND ANALYSIS OF MOTOR FUEL AND INSPECTION OF MEASURES, OPERATION, HEATING, ETC., OF BUILDINGS OCCUPIED BY THE DEPARTMENT OF HIGHWAYS AND DIVISION OF MOTOR VEHICLES. LEGAL SERVICES PERFORMED FOR DEPARTMENT OF HIGHWAYS. SUPERVISION, ADMINISTRATION, ENGINEERING, CONSTRUCTION, AND MAINTENANCE OF STATE SECONDARY HIGHWAY SYSTEM. FOR CONSTRUCTION AND MAINTENANCE OF COUNTY HIGHWAYS. WORK AND PER DIEM ALLOWANCES OF STATE CONVICT ROAD FORCE. ADMINISTRATION OF MOTOR-VEHICLE AND MOTOR-FUEL TAX LAWS. STATE POLICE PATROL; HIGHWAY SAFETY AND POLICE RADIO. MAINTENANCE, CONSTRUCTION, AND RECONSTRUCTION OF STREETS, ROADS, AND BRIDGES IN CITIES AND TOWNS (OVER 3,500 POPULATION). CONSTRUCTION OF STATE HIGHWAYS; MATCHING FEDERAL-AID. PROMOTION OF AVIATION AND CONSTRUCTION AND MAINTENANCE OF AIRPORTS.	FUNDS SPENT ON SECONDARY SYSTEM SHALL NOT BE LESS THAN 30 PERCENT OF ALL FUNDS AVAILABLE FOR PRIMARY AND SECONDARY SYSTEMS. ALL BUT THREE COUNTIES HAVE ELECTED TO PLACE THEIR ROADS UNDER STATE CONTROL; THESE THREE COUNTIES RECEIVE A PERCENTAGE OF 2-1/2 CENTS OF THE MOTOR-FUEL TAX BASED ON A FORMULA COMPILED PRIOR TO 1932 USING AREA, POPULATION, AND THE TOTAL OF ALL STATE TAXES AND LOCAL LEVIES COLLECTED IN A GIVEN YEAR. THIS IS A COMMON FUND RECEIVING MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER REVENUES; APPROPRIATIONS FROM FUND ARE MADE FROM COMBINED REVENUES. PAID TO CITIES AND TOWNS AT THE RATE OF \$4,000 PER MILE OF APPROVED EXTENSIONS OF PRIMARY HIGHWAYS AND \$300 PER MILE OF STREETS HAVING AT LEAST A 40-FOOT RIGHT-OF-WAY AND A 20-FOOT WARD SURFACE. TWO-CENT REFUND MADE ON GASOLINE PURCHASED IN THE STATE AND USED IN FLIGHTS OVER THE STATE. FULL REFUNDS ARE MADE ON OUT-OF-STATE USE. THE MOTOR-VEHICLE FUND RECEIVES MOTOR-VEHICLE FEES AND OTHER REVENUES AS WELL AS THE MOTOR-FUEL TAX; DISBURSABLE ONLY UPON APPROPRIATION BY THE LEGISLATURE. STATE PARK ROADS ARE NOT LEGALLY CLASSIFIED AS STATE HIGHWAYS OR LOCAL ROADS. THREE COUNTIES IN U.S. RECLAMATION SERVICE IRRIGATION AREA. SEPARATE AMOUNT FOR EACH COUNTY. UNEXPENDED BALANCE AT END OF BIENNIAL TO BE CREDITED TO COUNTIES IN PROPORTION TO DEDUCTIONS MADE HEREIN. COUNTIES' CONTRIBUTION TO MINE-TO-MARKET ROAD FUND (25 PERCENT OF \$300,000). ALLOTTED AND PAID MONTHLY TO INDIVIDUAL COUNTIES ACCORDING TO FORMULA SPECIFIED BY LAW; 10 PERCENT DIVIDED EQUALLY AMONG THE 39 COUNTIES; 70 PERCENT ON THE BASIS OF TRUNK MILEAGE; 20 PERCENT ON THE BASIS OF PRIVATE AUTOMOBILES AND TRUCKS REGISTERED IN RURAL AREAS OF THE COUNTY. RATIOS THIS ESTABLISHED ARE FURTHER ADJUSTED FOR DIFFERENCES IN COST OF CONSTRUCTION AND MAINTENANCE. UNEXPENDED BALANCE AT END OF BIENNIAL TO BE CREDITED TO CITIES IN PROPORTION TO DEDUCTIONS MADE HEREIN. ALLOTTED AND PAID MONTHLY TO INCORPORATED CITIES ON BASIS OF POPULATION AS DETERMINED BY THE STATE CENSUS BOARD UNTIL 1950 FEDERAL CENSUS FIGURES ARE PUBLISHED. STATE'S CONTRIBUTION TO MINE-TO-MARKET ROAD FUND (75 PERCENT OF \$300,000).
WASHINGTON	6.5	MOTOR VEHICLE FUND DIRECTOR OF LICENSES STATE TREASURER, AUDITOR AND DIRECTOR OF LICENSES STATE DEPARTMENT OF HIGHWAYS THREE NAMED COUNTIES COUNTY ROAD FUNDS STATE DIRECTOR OF HIGHWAYS ISLAND COUNTIES MINE -TO-MARKET ROAD FUND	AMOUNT REQUIRED AMOUNT REQUIRED \$225,000 (2 YEARS) \$87,750 (2 YEARS) 11.5 PERCENT OF RE-MAINDER OF 5 CENTS OF TAX AND 1 1/2 CENTS OF 1-1/2 CENTS OF TAX 0.75 PERCENT OF ABOVE AMOUNTS ALL TAX PAID BY SAN JUAN COUNTY AND 50 PERCENT OF TAX PAID BY ISLAND COUNTY \$75,000 (2 YEARS) RESIDUE OF ABOVE AMOUNTS 15 PERCENT OF REMAINDER OF 5 CENTS OF TAX 0.75 PERCENT OF ABOVE AMOUNT RESIDUE OF 15 PERCENT 11.5 PERCENT OF RE-MAINDER OF 5 CENTS OF TAX AND 1-1/2 CENTS OF 3-1/2 CENTS OF TAX \$225,000 (2 YEARS) RESIDUE OF ABOVE AMOUNTS	EXCLUSIVELY FOR HIGHWAY PURPOSES AS DEFINED IN THE CONSTITUTION. (ART. 2 SEC. 40, EFFECTIVE DECEMBER 7, 1941). REFUNDS OF TAX. COLLECTION AND ADMINISTRATION OF THE TAX. ROADS AND BRIDGES WITHIN STATE PARKS. ENGINEERING AND PLANS - COUNTY ROADS IN COLUMBIA BASIN AREA. STATE SUPERVISION OF WORK AND EXPENDITURES ON COUNTY ROADS. AMOUNT IS REALLOCATED BY COUNTY TO ROAD DISTRICT AND INCORPORATED CITIES ON THE BASIS OF ASSESSED VALUATION. CONSTRUCTION AND MAINTENANCE OF MINE-TO-MARKET ROADS (LEGALLY CLASSIFIED AS COUNTY ROADS). CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS, INCLUDING BRIDGES AND FERRIES; COOPERATION WITH FEDERAL OR STATE GOVERNMENT; INTEREST AND REDEMPTION OF COUNTY ROAD BONDS; LIMITED OPERATION OF FERRIES. STATE AID FOR CITY STREETS. STATE SUPERVISION OF WORK AND EXPENDITURES ON CITY STREETS. CONSTRUCTION AND MAINTENANCE OF STREETS INCLUDING BRIDGES AND FERRIES; INTEREST AND REDEMPTION OF GENERAL OBLIGATION CITY STREET BONDS; LIMITED OPERATION OF FERRIES. SUBJECT TO LEGISLATIVE APPROPRIATION. CONSTRUCTION AND MAINTENANCE OF MINE-TO-MARKET ROADS (LEGALLY CLASSIFIED AS COUNTY ROADS). CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE PRIMARY AND SECONDARY HIGHWAYS, INCLUDING CITY STREETS FORMING A PART OF THE STATE SYSTEM THROUGH CITIES; OPERATION AND MAINTENANCE OF MOVABLE-SPAN BRIDGES ON THE STATE SYSTEM WITHIN INCORPORATED CITIES; INTEREST AND REDEMPTION OF BONDS; TRAFFIC CONTROL; POLICING PUBLIC HIGHWAYS; LIMITED OPERATION OF FERRIES.	

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE G-105 (SHEET 10 OF 10 SHEETS)
STATUS AS OF JANUARY 1, 1950

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
WEST VIRGINIA	5	GASOLINE DEPARTMENT, STATE TAX COMMISSION STATE ROAD FUND, STATE ROAD COMMISSION PRIMARY ROAD FUND SECONDARY ROAD FUND	AMOUNT REQUIRED STATE ROAD FUND 4 CENTS 1 CENT	REDEMPTION OF TAX AND COST OF COLLECTION AND ADMINISTRATION. FOR REDISTRIBUTION AS SHOWN BELOW: INTEREST AND REDEMPTION PAYMENTS ON STATE HIGHWAY BONDS; CONSTRUCTION AND MAINTENANCE OF PRIMARY STATE HIGHWAYS; ADMINISTRATIVE EXPENSES OF THE COMMISSION, CONSTRUCTION AND MAINTENANCE OF SECONDARY STATE HIGHWAYS, IF NOT NEEDED FOR DEBT SERVICE.	THIS IS A COMMON FUND RECEIVING MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER TAXES, AND RELATED REVENUES. EXPENDITURES ARE MADE FROM COMBINED REVENUES. THESE ARE FORMER COUNTY ROADS NOW UNDER CONTROL OF THE STATE ROAD COMMISSION. TWENTY PERCENT IS SET ASIDE BY COMMISSIONER TO BE USED IN THE MANNER HE PRESEREBES. EIGHTY PERCENT IS DIVIDED AMONG THE COUNTIES AS FOLLOWS: MAINTENANCE FUNDS ARE ALLOCATED ON THE BASIS OF MILEAGE OF VARIOUS TYPES OF ROAD SURFACES IN THE COUNTIES. CONSTRUCTION FUNDS ARE ALLOCATED ON THE BASIS OF THE RATIO OF UNIMPROVED SECONDARY MILEAGE IN THE COUNTY TO THE TOTAL UNIMPROVED SECONDARY MILEAGE IN THE STATE.
WISCONSIN	4	STATE HIGHWAY FUND DEPARTMENT OF TAXATION TOWNS, VILLAGES, AND CITIES * CITIES AND VILLAGES CITIES COUNTIES ** TOWNS, VILLAGES, CITIES, AND COUNTIES STATE HIGHWAY COMMISSION	ALL \$131,520 AMOUNT REQUIRED \$17,500 AMOUNT REQUIRED ALLOCATION ON MILEAGE BASIS AMOUNT EQUAL TO 20 PERCENT OF MOTOR-VEHICLE REGISTRATION FEES ALLOCATION ON MILEAGE BASIS AMOUNT EQUAL TO NET MOTOR- CARRIER TAX PROCEEDS \$150,000 (NOT TO EXCEED) \$15,000,000 PLUS \$5 PER MILE \$500,000 (NOT TO EXCEED) \$5,000,000 \$425,000 (NOT TO EXCEED) \$200,000 (NOT TO EXCEED) \$1,295,000 \$10,646,400 (NOT TO EXCEED) RESIDUE 10 PERCENT OF RESIDUE 12 PERCENT OF RESIDUE 18 PERCENT OF RESIDUE	FOR REDISTRIBUTION AS SHOWN BELOW: COLLECTION AND ADMINISTRATION OF TAX. EMPLOYEES' COST -OF-LIVING BONUS. PREMIUMS ON MOTOR-FUEL WHOLESALER SURETY BONDS. REFUNDS OF TAX. IMPROVEMENT OF PUBLIC ROADS NOT ON STATE OR COUNTY TRUNK SYSTEM, MAY BE USED FOR SNOW REMOVAL, ICE PREVENTION, AND DUST ALLEVIATION. ANY PUBLIC PURPOSES MAINTENANCE AND CONSTRUCTION OF STREETS CONNECTING, BUT NOT PART OF, STATE TRUNK HIGHWAY SYSTEM. IMPROVEMENT OF CONNECTING STREETS AND URBAN STATE TRUNK HIGHWAYS. MAINTENANCE AND OPERATION OF SWING AND LIFT BRIDGES ON CONNECTING STREETS IN CITIES OF 1st, 2nd, and 3rd CLASSES. CONSTRUCTION AND MAINTENANCE OF COUNTY TRUNK HIGHWAYS, INCLUDING SNOW REMOVAL. CONSTRUCTION AND MAINTENANCE OF COUNTY TRUNK HIGHWAYS (INCLUDING SNOW REMOVAL) STREETS, PARK ROADS, OR PAYMENT OF INTEREST OR PRINCIPAL ON TOTAL VILLAGE OR CITY BONDS ISSUED FOR CONSTRUCTION OF BRIDGES CARRYING 2,500 VEHICLES OR MORE PER DAY. FLOOD DAMAGE AID. APPORTIONED ON COUNTY BASIS FOR CONSTRUCTION OF STATE TRUNK HIGHWAYS; RETIREMENT OF COUNTY BONDS ISSUED FOR CONSTRUCTION OF STATE TRUNK HIGHWAYS. CONSTRUCTION AND MAINTENANCE OF STATE PARK, FOREST, AND INSTITUTION ROADS. STATE'S PORTION OF COST OF INTERSTATE AND INTRASTATE BRIDGES NOT ON STATE TRUNK HIGHWAY SYSTEM OR CONNECTING STREETS. ADMINISTRATION AND MINOR SPECIFIC ALLOCATIONS. MAINTENANCE AND SNOW REMOVAL ON STATE HIGHWAYS, MARKING AND SIGNING. CONSTRUCTION OF STATE TRUNK HIGHWAYS, MATCHING AND SUPPLEMENTING FEDERAL AID. THE AMOUNT AVAILABLE MUST BE AT LEAST \$5,000,000 EACH YEAR. SAME AS FOREGOING ITEM. SAME AS ABOVE ITEM FOR TOWNS, VILLAGES, AND CITIES MARKED WITH ONE ASTERISK. SAME AS ABOVE ITEM FOR COUNTIES MARKED WITH TWO ASTERISKS.	THE APPROPRIATIONS LISTED ARE FROM THE STATE HIGHWAY FUND, RATHER THAN FROM THE MOTOR-FUEL TAX ALONE. THE STATE HIGHWAY FUND RECEIVES THE PROCEEDS OF MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER TAXES, TOGETHER WITH OTHER RECEIPTS. *TOWN ROADS AND VILLAGE STREETS, \$45 PER MILE; CITY STREETS, \$130 TO \$520 PER MILE, ACCORDING TO POPULATION. EXPENDITURES SUBJECT TO SUPERVISION AND APPROVAL OF COMMISSIONER. COUNTY TRUNK HIGHWAYS ARE CONSTRUCTED AND MAINTAINED BY COUNTY. ALLOCATED TO TOWNS, VILLAGES, AND CITIES ACCORDING TO THE NET AMOUNT OF REGISTRATION FEES COLLECTED IN THOSE POLITICAL SUBDIVISIONS. \$500 PER MILE. TO BE USED FOR MATCHING FEDERAL-AID FUNDS ALLOCATED FOR THESE PROJECTS UNDER SUPERVISION OF THE STATE HIGHWAY COMMISSION. APPORTIONED TO VARIOUS COUNTIES ON BASIS OF ACTUAL EXPENDITURES. \$3,500,000 IS ALLOCATED TO COUNTIES, 10 PERCENT ON BASIS OF MOTOR-VEHICLE REGISTRATION FEES, 90 PERCENT ON BASIS OF MILEAGE. THESE FUNDS MAY BE USED TO MATCH FEDERAL-AID SECONDARY FUNDS; AMOUNTS SO USED ARE TO BE RETAINED BY OR PAID TO AND EXPENDED BY COMMISSION. AID FOR REPAIR OR REPLACEMENT AND 50 PERCENT OF IMPROVEMENT OF FACILITIES DAMAGED BY FLOOD, LESS 25 PERCENT OF ROAD AID, UP TO \$500,000 IN ANY YEAR. APPORTIONED TO COUNTIES; 10 PERCENT ON BASIS OF MOTOR-VEHICLE REGISTRATIONS; 60 PERCENT ON BASIS OF RURAL HIGHWAY MILEAGE. AMOUNT ALLOCATED TO EACH COUNTY NOT LESS THAN \$40,000 OR AMOUNT NECESSARY TO MEET BOND REQUIREMENTS. IN COUNTIES WHERE 60 PERCENT OF STATE TRUNK SYSTEM IS SATISFACTORILY CONSTRUCTED, SUCH PORTION OF ALLOTMENT AS COMMISSION APPROVES, AND NOT REQUIRED TO RETIRE BONDS, MAY BE USED ON COUNTY TRUNK SYSTEM. AS NECESSARY TO MEET ABOVE MINIMUM, APPROPRIATION OF \$15,000,000 IS AUTHORIZED. \$425,000,000 IS AUTHORIZED. IMPROVEMENTS FINANCED ONE-THIRD STATE, ONE-THIRD COUNTY, AND ONE-THIRD LOCAL UNIT. ADMINISTRATION \$1,100,000; ADVERTISING \$50,000; TOPOGRAPHICAL MAP \$15,000; LAND-SCAPING AND WAYSIDES \$20,000; MAINTENANCE AND OPERATION OF SPECIAL BRIDGES NOT ON STATE TRUNK HIGHWAY SYSTEM \$75,000; MATERIAL SURVEYS \$15,000; HIGHWAY MAPS \$20,000. IF ENTIRE AMOUNT NOT AVAILABLE AS A RESERVE, THE NECESSARY BALANCE IS TEMPORARILY TRANSFERRED FROM \$5,000,000 APPORTIONMENT TO COUNTIES FOR STATE TRUNK HIGHWAY CONSTRUCTION. SUPPLEMENTAL AID: TOWNS 18 PERCENT, CITIES 18 PERCENT, AND VILLAGES 6 PERCENT OF RESIDUE. ALLOCATED IN PROPORTION TO THE AMOUNTS DISTRIBUTED UNDER PROVISIONS OF ABOVE ITEM MARKED WITH AN ASTERISK. FUNDS ALLOCATED 10 PERCENT ON BASIS OF MOTOR-VEHICLE REGISTRATIONS AND 60 PERCENT ON BASIS OF RURAL HIGHWAY MILEAGE. NOT MORE THAN \$15,000 TO BE SPENT FOR THIS PURPOSE. DISTRIBUTED AS FOLLOWS: 33-1/3 PERCENT ACCORDING TO AREA, 33-1/3 PERCENT ACCORDING TO POPULATION, AND 33-1/3 PERCENT ACCORDING TO ROAD MILEAGE. VALUATION. THESE FUNDS CAN BE USED FOR DEBT SERVICE ON HIGHWAY OBLIGATIONS APPORTIONED IN THE RATIO WHICH THE CITIES OR TOWNS POPULATION BEARS TO THE TOTAL POPULATION OF ALL CITIES AND TOWNS AT THE LATEST FEDERAL CENSUS. THIS FUND ALSO RECEIVES MOTOR-VEHICLE AND MOTOR-CARRIER REVENUES. TO BE MATCHED 3/4 BY STATE AND 1/4 BY COUNTIES. A 2-CENT REFUND IS MADE TO CONSUMERS PURCHASING MORE THAN 10,000 GALLONS PER MONTH. AFTER COSTS OF COLLECTION ARE PAID, REMAINING FUNDS ARE RETURNED TO CITIES, TOWNS, OR COUNTIES OWING AND OPERATING AIRPORTS.
UTAH	4	STATE HIGHWAY DEPARTMENT COUNTY GAS TAX FUNDS CITIES AND TOWNS HIGHWAY BOND INTEREST FUND STATE HIGHWAY FUND STATE-COUNTY ROAD CONSTRUCTION PROGRAM CITIES HAVING AIRPORTS	\$15,000 25 PERCENT OF REMAINDER 2 PERCENT OF REMAINDER AMOUNT REQUIRED THE RESIDUE APPROPRIATION 5-CENT TAX ON AVIATION FUEL	COLLECTION AND ADMINISTRATION OF TAX. CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS CONSTRUCTION AND MAINTENANCE OF STREETS AND ALLEYS IN CITIES AND TOWNS OF MORE THAN 1,000 POPULATION. INTEREST ON STATE HIGHWAY BONDS ISSUED SUBSEQUENT TO DECEMBER 31, 1929. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE HIGHWAYS, INCLUDING STATE HIGHWAY PATROL. CONSTRUCTION OF COUNTY ROADS. MAINTENANCE OF AIRPORTS	THIS IS A COMMON FUND RECEIVING REVENUES FROM BOTH MOTOR-FUEL AND MOTOR-VEHICLE TAXES. APPROPRIATIONS AND EXPENDITURES ARE MADE FROM COMBINED REVENUES.
DISTRICT OF COLUMBIA	4	COLLECTOR OF TAXES HIGHWAY FUND, DEPARTMENT OF HIGHWAYS	AMOUNT REQUIRED REMAINDER	REFUNDS OF TAX. ADMINISTRATION OF DEPARTMENT OF HIGHWAYS; CONSTRUCTION AND MAINTENANCE OF ROADS, STREETS, AND ALLEYS; EXPENSES OF OFFICE OF DIRECTOR OF VEHICLES AND TRAFFIC, AND POLICE CONTROL OF TRAFFIC (NOT MORE THAN 15 PERCENT OF TOTAL APPROPRIATIONS FOR POLICE TO BE PAID OUT OF HIGHWAY FUND).	THIS IS A COMMON FUND RECEIVING REVENUES FROM BOTH MOTOR-FUEL AND MOTOR-VEHICLE TAXES. APPROPRIATIONS AND EXPENDITURES ARE MADE FROM COMBINED REVENUES.

1/ USE-FUEL TAXED AT OTHER RATES AS FOLLOWS: MICHIGAN AND NEVADA, 5 CENTS; TEXAS, 6 CENTS.
2/ USE-FUEL NOT TAKED, FOR SPECIAL TAXES IMPOSED ON VEHICLES USING FUELS OTHER THAN GASOLINE; SEE TABLE G-102.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MANUFACTURERS' EXCISE TAXES RELATING TO MOTOR VEHICLES ^{1/}

U. S. INTERNAL REVENUE COLLECTIONS
SUMMARY BY YEARS

TABLE E-3A
APRIL 1949

CALENDAR YEAR	EXCISE TAXES										TOTAL			CALENDAR YEAR
	GASOLINE	LUBRICATING OIL	MOTOR VEHICLES AND PARTS					TOTAL EXCISE TAXES	MOTOR-VEHICLE USE TAX	CALENDAR YEAR	CUMULATIVE DOLLARS	CALENDAR YEAR	CUMULATIVE DOLLARS	CALENDAR YEAR
			AUTOMOBILES AND MOTOR-CYCLES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TOTAL							
	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	
1917	-	-	-	-	-	-	5,276	5,276	-	5,276	5,276	1917	5,276	
1918	-	-	-	-	-	-	45,564	45,564	-	45,564	50,840	1918	55,116	
1919	-	-	-	-	-	-	89,592	89,592	2,066	91,658	142,498	1919	142,498	
1920	-	-	-	-	-	-	149,194	149,194	1,807	151,001	293,499	1920	293,499	
1921	-	-	-	-	-	-	99,967	99,967	1,796	101,763	395,262	1921	395,262	
1922	-	-	-	-	-	-	114,793	114,793	1,845	116,638	511,900	1922	511,900	
1923	-	-	-	-	-	-	155,797	155,797	2,088	157,885	669,785	1923	669,785	
1924	-	-	-	-	-	-	139,201	139,201	1,894	141,095	810,880	1924	810,880	
1925	-	-	-	-	-	-	143,431	143,431	1,871	145,302	956,182	1925	956,182	
1926	-	-	-	-	-	-	96,256	96,256	176	96,432	1,052,614	1926	1,052,614	
1927	-	-	-	-	-	-	60,504	60,504	-	60,504	1,113,118	1927	1,113,118	
1928 ^{2/}	-	-	-	-	-	-	28,222	28,222	-	28,222	1,141,340	1928 ^{2/}	1,141,340	
1932 ^{3/}	62,840	7,067	4,222	720	1,900	7,545	14,387	84,294	-	84,294	1,225,634	1932 ^{3/}	1,225,634	
1933	181,126	22,290	22,476	3,047	4,443	23,836	53,802	257,218	-	257,218	1,482,852	1933	1,482,852	
1934	170,109	24,844	31,534	5,261	5,886	24,704	67,385	262,338	-	262,338	1,745,190	1934	1,745,190	
1935	172,262	28,819	42,263	6,674	7,019	28,102	84,058	285,139	-	285,139	2,030,329	1935	2,030,329	
1936	186,542	28,986	56,476	8,044	8,748	38,242	111,510	327,038	-	327,038	2,357,367	1936	2,357,367	
1937	203,025	33,681	64,722	8,812	9,620	40,088	123,242	359,948	-	359,948	2,717,315	1937	2,717,315	
1938	200,881	30,495	29,405	5,230	7,068	26,772	68,475	299,851	-	299,851	3,017,166	1938	3,017,166	
1939	215,217	29,837	51,063	7,145	8,957	41,131	108,296	353,350	-	353,350	3,370,516	1939	3,370,516	
1940	281,654	34,420	71,275	9,285	12,147	45,091	137,798	453,872	-	453,872	3,824,388	1940	3,824,388	
1941	371,136	43,852	101,464	14,253	18,562	71,858	206,137	621,125	-	621,125	4,445,513	1941	4,445,513	
1942	336,685	41,176	26,890	13,329	26,121	25,357	91,697	469,558	210,158	679,716	5,125,229	1942	5,125,229	
1943	265,303	49,211	1,087	1,798	25,064	31,948	59,897	374,411	134,619	509,030	5,634,259	1943	5,634,259	
1944	328,598	66,283	1,560	10,120	38,776	54,250	104,706	499,587	128,054	627,641	6,261,900	1944	6,261,900	
1945	424,585	96,998	4,665	32,874	61,055	88,185	186,779	708,362	124,501	832,863	7,094,763	1945	7,094,763	
1946	413,953	73,442	111,921	42,719	81,245	159,128	395,013	882,408	849	883,257	7,978,020	1946	7,978,020	
1947	455,350	78,649	244,914	75,506	117,103	171,156	608,679	1,142,678	2	1,142,680	9,120,700	1947	9,120,700	
1948	498,363	81,884	275,456	135,608	129,028	158,944	699,036	1,279,283	-	1,279,283	10,399,983	1948	10,399,983	

^{1/} SINCE JUNE 1, 1944, THE FEDERAL GOVERNMENT HAS PAID THESE TAXES ON ITS OWN PURCHASES, AND THE AMOUNTS ARE INCLUDED IN THIS TABLE. THE ESTIMATED PORTIONS OF THE TOTAL FEDERAL EXCISE TAXES ON AUTOMOTIVE AND RELATED PRODUCTS THAT WERE PAID BY HIGHWAY USERS ARE GIVEN IN TABLE E-3B.

^{2/} IN 1928, THESE TAXES WERE IMPOSED ONLY DURING THE FIVE MONTHS ENDED MAY 29.

^{3/} IN 1932, THESE TAXES WERE IMPOSED ONLY DURING THE SIX MONTHS BEGINNING JULY 1.

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

ESTIMATED AMOUNTS OF FEDERAL MOTOR-VEHICLE TAXES PAID BY HIGHWAY USERS 1/

 TABLE E-3B
 OCTOBER 1949

SUMMARY BY YEARS

CALENDAR YEAR	EXCISE TAXES										MOTOR- VEHICLE USE TAX	TOTAL		CALENDAR YEAR	CUMULATIVE
	GASOLINE	LUBRI- CATING OIL	MOTOR VEHICLES AND PARTS						TOTAL EXCISE TAXES						
			AUTOMOBILES AND MOTOR- CYCLES	TRUCKS, BUSSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TOTAL								
								1,000 DOLLARS		1,000 DOLLARS		1,000 DOLLARS	1,000 DOLLARS		
1917	-	-	-	-	-	-	-	-	-	-	1,000 DOLLARS	1,000 DOLLARS	1917	5,276	
1918	-	-	-	-	-	-	-	-	-	-	-	45,564	45,564	1918	50,840
1919	-	-	-	-	-	-	-	-	-	-	-	89,592	91,658	1919	142,498
1920	-	-	-	-	-	-	-	-	-	-	-	149,194	151,001	1920	293,499
1921	-	-	-	-	-	-	-	-	-	-	-	99,967	101,763	1921	395,262
1922	-	-	-	-	-	-	-	-	-	-	-	114,793	116,638	1922	511,900
1923	-	-	-	-	-	-	-	-	-	-	-	155,797	157,885	1923	669,785
1924	-	-	-	-	-	-	-	-	-	-	-	139,201	141,095	1924	810,880
1925	-	-	-	-	-	-	-	-	-	-	-	143,431	145,302	1925	956,182
1926	-	-	-	-	-	-	-	-	-	-	-	96,256	96,432	1926	1,052,614
1927	-	-	-	-	-	-	-	-	-	-	-	60,504	60,504	1927	1,113,118
1928 2/	-	-	-	-	-	-	-	-	-	-	-	28,222	28,222	1928 2/	1,141,340
1932 3/	56,870	4,099	4,222	720	1,900	7,545	14,387	75,356	297,142	416,395	297,142	2,236,901	1936	2,236,901	
1933	163,919	12,928	22,476	3,047	4,443	23,896	53,802	230,649	326,515	572,758	326,515	2,563,416	1937	2,563,416	
1934	153,049	14,409	31,534	5,261	5,886	24,704	67,385	235,743	267,959	415,896	267,959	2,831,375	1938	2,831,375	
1935	155,898	16,715	42,263	6,674	7,019	28,102	84,058	256,671	324,012	311,195	324,012	3,155,387	1939	3,155,387	
1936	168,820	16,812	56,476	8,044	8,748	38,242	111,510	297,142	416,395	416,395	416,395	3,571,782	1940	3,571,782	
1937	183,738	19,535	64,722	8,812	9,620	40,088	123,242	326,515	572,758	572,758	572,758	4,144,540	1941	4,144,540	
1938	181,797	17,687	29,405	5,230	7,068	26,772	68,475	267,959	415,896	415,896	415,896	4,770,594	1942	4,770,594	
1939	198,410	17,306	51,063	7,145	8,957	41,131	108,296	324,012	311,195	311,195	311,195	5,216,408	1943	5,216,408	
1940	258,632	19,965	71,275	9,285	12,147	45,091	137,798	416,395	416,395	416,395	416,395	5,702,505	1944	5,702,505	
1941	341,487	25,134	101,464	14,253	18,562	71,858	216,137	572,758	572,758	572,758	572,758	6,259,467	1945	6,259,467	
1942	300,817	23,882	26,890	13,329	26,121	25,357	91,697	415,896	415,896	415,896	415,896	7,057,873	1946	7,057,873	
1943	228,453	22,845	1,087	1,798	25,064	31,948	59,897	311,195	311,195	311,195	311,195	8,097,246	1947	8,097,246	
1944	236,587	24,645	1,560	10,120	37,400	47,731	96,811	358,043	358,043	358,043	358,043	9,251,616	1948	9,251,616	
1945	275,745	26,719	4,665	11,807	48,700	64,825	129,997	432,461	432,461	432,461	432,461	5,702,505	1944	5,702,505	
1946	369,346	34,199	111,659	42,518	81,111	158,724	394,012	797,557	797,557	797,557	797,557	6,259,467	1945	6,259,467	
1947	400,031	35,090	244,332	74,969	114,888	170,061	604,250	1,039,371	1,039,371	1,039,371	1,039,371	7,057,873	1946	7,057,873	
1948	431,778	35,982	274,728	132,764	123,936	155,182	686,610	1,154,370	1,154,370	1,154,370	1,154,370	8,097,246	1947	8,097,246	
												1,154,370	1948	9,251,616	
1/ THE HIGHWAY-USER PORTION OF TOTAL TAXES PAID WAS ESTIMATED BY THE BUREAU OF PUBLIC ROADS, BASED ON U.S. BUREAU OF INTERNAL REVENUE COLLECTIONS. AMOUNTS PAID ON U.S.															
GOVERNMENT PURCHASES, AS ESTIMATED BY THE BUREAU OF PUBLIC ROADS, HAVE BEEN EXCLUDED. TOTAL COLLECTIONS FROM THESE TAXES ARE GIVEN IN TABLE E-3A.															
2/ IN 1928, TAXES WERE IMPOSED ONLY DURING THE FIVE MONTHS ENDED MAY 29.															
3/ IN 1932, TAXES WERE IMPOSED ONLY DURING THE SIX MONTHS BEGINNING JULY 1.															

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSESTIMATED AMOUNTS OF FEDERAL MOTOR-VEHICLE TAXES PAID
BY HIGHWAY USERS - 1948 1/TABLE E-4, 1948
ISSUED OCTOBER 1949

STATE	EXCISE TAXES							TOTAL EXCISE TAXES
	GASOLINE	LUBRI- CATING OIL	MOTOR VEHICLES AND PARTS					
			AUTOMOBILES AND MOTOR- CYCLES	TRUCKS, BUSSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TOTAL	
	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS
ALABAMA	6,153	513	3,174	2,851	1,766	2,212	10,003	16,669
ARIZONA	2,739	228	1,020	772	786	985	3,563	6,530
ARKANSAS	4,200	350	1,674	2,338	1,205	1,509	6,726	11,276
CALIFORNIA	40,486	3,374	21,369	8,181	11,621	14,551	55,722	99,582
COLORADO	4,371	364	2,194	1,570	1,255	1,571	6,590	11,325
CONNECTICUT	6,039	503	3,984	1,266	1,733	2,170	9,153	15,695
DELAWARE	1,062	88	785	414	305	382	1,886	3,036
FLORIDA	8,281	690	4,219	2,500	2,377	2,976	12,072	21,043
GEORGIA	8,201	683	4,687	3,605	2,354	2,947	13,593	22,477
IDAHO	2,156	180	1,143	1,055	619	775	3,592	5,928
ILLINOIS	25,101	2,092	18,937	6,729	7,205	9,021	41,892	69,085
INDIANA	13,006	1,084	7,939	3,476	3,733	4,674	19,822	33,912
IOWA	8,900	742	5,412	3,369	2,555	3,199	14,535	24,177
KANSAS	6,420	535	3,844	2,843	1,843	2,307	10,837	17,792
KENTUCKY	6,580	548	3,382	2,834	1,888	2,365	10,469	17,597
LOUISIANA	5,781	482	3,527	2,053	1,659	2,078	9,317	15,580
MAINE	2,771	231	1,358	958	795	996	4,107	7,109
MARYLAND	5,695	475	4,142	1,696	1,635	2,047	9,520	15,690
MASSACHUSETTS	11,514	960	8,026	2,285	3,305	4,138	17,754	30,228
MICHIGAN	20,578	1,714	19,692	5,057	5,907	7,396	38,052	60,344
MINNESOTA	9,215	768	6,027	3,067	2,645	3,312	15,051	25,034
MISSISSIPPI	4,763	397	2,217	2,313	1,367	1,712	7,609	12,769
MISSOURI	12,642	1,053	7,322	4,040	3,629	4,543	19,534	33,229
MONTANA	2,120	177	1,414	1,336	608	762	4,120	6,417
NEBRASKA	4,832	403	2,766	2,130	1,387	1,737	8,020	13,255
NEVADA	877	73	395	211	252	315	1,173	2,123
NEW HAMPSHIRE	1,605	134	827	491	461	577	2,356	4,095
NEW JERSEY	14,416	1,201	9,180	3,223	4,138	5,181	21,722	37,339
NEW MEXICO	2,411	201	855	777	692	866	3,190	5,802
NEW YORK	29,995	2,500	26,554	7,981	8,610	10,780	53,925	86,420
NORTH CAROLINA	10,009	834	4,677	3,586	2,873	3,597	14,733	25,576
NORTH DAKOTA	1,812	151	1,049	1,059	520	651	3,279	5,242
OHIO	25,203	2,100	17,290	6,104	7,234	9,058	39,686	66,989
OKLAHOMA	6,591	549	3,528	2,881	1,892	2,369	10,670	17,810
OREGON	5,916	493	3,113	1,989	1,698	2,126	8,926	15,335
PENNSYLVANIA	26,082	2,173	20,235	7,703	7,486	9,374	44,798	73,053
RHODE ISLAND	2,029	169	1,556	588	583	729	3,456	5,654
SOUTH CAROLINA	4,879	407	2,402	1,602	1,400	1,754	7,158	12,444
SOUTH DAKOTA	2,341	195	1,126	1,006	672	842	3,646	6,182
TENNESSEE	7,573	631	4,721	3,420	2,173	2,722	13,036	21,240
TEXAS	26,384	2,199	13,218	8,658	7,573	9,482	38,931	67,514
UTAH	2,306	192	1,089	763	662	829	3,343	5,841
VERMONT	1,225	102	706	549	352	440	2,047	3,374
VIRGINIA	8,794	733	5,771	3,007	2,524	3,160	14,462	23,989
WASHINGTON	7,802	650	4,248	2,308	2,240	2,804	11,600	20,052
WEST VIRGINIA	4,567	381	1,970	1,544	1,311	1,642	6,467	11,415
WISCONSIN	10,524	877	6,612	2,991	3,021	3,782	16,406	27,807
WYOMING	1,387	116	688	620	398	499	2,205	3,708
DISTRICT OF COLUMBIA	2,354	196	1,984	510	676	846	4,016	6,566
CONTINENTAL U.S.	430,688	35,891	274,048	132,309	123,623	154,790	684,770	1,151,349
ALASKA	113	9	146	164	32	41	383	505
HAWAII	977	82	534	291	281	351	1,457	2,516
TOTAL	431,778	35,982	274,728	132,764	123,936	155,182	686,610	1,154,370

1/ BOTH THE HIGHWAY-USER PORTION OF TOTAL TAXES PAID AND THE DISTRIBUTION BY STATES WERE ESTIMATED BY THE BUREAU OF PUBLIC ROADS, BASED ON U.S. BUREAU OF INTERNAL REVENUE COLLECTIONS. AMOUNTS PAID ON U.S. GOVERNMENT PURCHASES, AS ESTIMATED BY THE BUREAU OF PUBLIC ROADS, HAVE BEEN EXCLUDED.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	MANUFACTURERS EXCISE TAXES										MOTOR- VEHICLE USE TAXES (FLAT RATE, ANNUALLY)
	MOTOR VEHICLES AND PARTS										
	GASOLINE (CENTS PER GALLON) (1/)	LUBRICATING OIL (CENTS PER GALLON) (1/)	AUTOMOBILES AND MOTORCYCLES (PERCENT OF MANUFACTURERS SALES PRICE)	BUSSES (PERCENT OF MANUFACTURERS SALES PRICE)	TRUCKS (PERCENT OF MANUFACTURERS SALES PRICE)	TRAILERS (PERCENT OF MANUFACTURERS SALES PRICE)	PARTS AND ACCESSORIES (PERCENT OF MANUFACTURERS SALES PRICE)	TIRES (2/)	TUBES (2/)		
OCTOBER 4, 1917	-	-	3 PERCENT	3 PERCENT	3 PERCENT	-	-	-	-	-	-
JANUARY 1, 1919	-	-				-	-	-	-	-	AUTOMOBILES FOR HIRE \$10 FOR 7- PASSENGER OR LESS, \$20 FOR OVER 7
FEBRUARY 25, 1919	-	-	5 PERCENT	5 PERCENT		-	-	5 PERCENT	5 PERCENT	5 PERCENT	
JULY 3, 1924	-	-			EXEMPTED TRUCK CHASSIS SOLD FOR \$1,000 OR UNDER AND TRUCK BODIES FOR \$200 OR UNDER	-	2-1/2 PERCENT	2-1/2 PERCENT	2-1/2 PERCENT	2-1/2 PERCENT	
FEBRUARY 26, 1926	-	-			REPEALED	-	REPEALED	REPEALED	REPEALED	REPEALED	
MARCH 29, 1926	-	-	3 PERCENT	3 PERCENT	-	-	-	-	-	-	REPEALED
JUNE 30, 1926	-	-			-	-	-	-	-	-	-
MAY 29, 1928	-	-	REPEALED	REPEALED	-	-	-	-	-	-	-
JUNE 21, 1932	1 CENT	4 CENTS	3 PERCENT	3 PERCENT	2 PERCENT	-	2 PERCENT	2-1/4 CENTS A POUND	4 CENTS A POUND	4 CENTS A POUND	-
JUNE 17, 1933	1-1/2 CENTS					-					-
JANUARY 1, 1934	1 CENT					-					-
JULY 1, 1940	1-1/2 CENTS	4-1/2 CENTS	3-1/2 PERCENT	3-1/2 PERCENT	2-1/2 PERCENT	-	2-1/2 PERCENT	2-1/2 CENTS A POUND	4-1/2 CENTS A POUND	4-1/2 CENTS A POUND	-
OCTOBER 1, 1941			7 PERCENT	5 PERCENT	5 PERCENT	HOUSE TRAILERS, 7 PERCENT; ALL OTHERS, 5 PERCENT	5 PERCENT	5 CENTS A POUND	9 CENTS A POUND	9 CENTS A POUND	-
FEBRUARY 1, 1942											ALL MOTOR VEHICLES, \$5
NOVEMBER 1, 1942		6 CENTS									
JUNE 30, 1946											REPEALED
EXISTING RATES, JANUARY 1, 1950	1-1/2 CENTS	6 CENTS	7 PERCENT	5 PERCENT	5 PERCENT	HOUSE TRAILERS, 7 PERCENT; ALL OTHERS, 5 PERCENT	5 PERCENT	5 CENTS A POUND	9 CENTS A POUND	9 CENTS A POUND	-

1/ NOT LIMITED TO AUTOMOTIVE USES.

2/ PERCENT OF MANUFACTURERS SALES PRICE TO FEBRUARY 26, 1926; REENACTED EFFECTIVE JUNE 21, 1932, ON CENTS PER POUND BASIS, BUT APPLICABLE TO ALL TIRES AND TUBES, NOT LIMITED TO AUTOMOTIVE VEHICLES.

1/ NOT LIMITED TO AUTOMOTIVE USES.

2/ PERCENT OF MANUFACTURERS SALES PRICE TO FEBRUARY 26, 1926; REENACTED EFFECTIVE JUNE 21, 1932, ON CENTS PER POUND BASIS, BUT APPLICABLE TO ALL TIRES AND TUBES, NOT LIMITED TO AUTOMOTIVE VEHICLES.

STATE HIGHWAY FINANCE

State income and expenditures for highways are reported in tables SF-1 through SF-6, and the receipts and disbursements for collecting and administering highway-user taxes are given in tables SF-9 and SF-10. Tables SF-1 and 2 summarize the receipts and disbursements of all State highway-user taxes, including any portions used for nonhighway purposes, and all other income (including Federal aid) available to the States for highways. Also included are the transactions of interstate and intrastate toll facilities operated by State or quasi-State agencies. Tables SF-3 and 4 record the portions of these revenues and expenditures for State-administered highways. The amounts exclusive of toll facility revenues and expenditures are shown in tables SF-3A and 4A; the detailed transactions of special toll authorities are given in tables SF-3B and 4B. Tables SF-5 and 6 give the portions of the States' income and expenditure that were for local roads and streets. The details of the allocation or expenditure of highway-user taxes for nonhighway purposes are included in tables G-3, MV-3, MC-2, and DF.

In 1948, State revenue for highways, including road-user revenues, the sale of bonds, general revenues appropriated, and Federal aid reached a gross total of \$2,923 million; but \$189 million of this total amount, derived from road-user taxes, was used under existing State laws for nonhighway purposes, thus reducing the net total to \$2,734 million. This amount included \$251 million received from the sale of bonds to finance the construction of toll roads and bridges. Of total revenues, motor-fuel taxes supplied 46 percent and motor-vehicle revenues 25 percent.

The increase in State revenues for highways was accompanied by corresponding increases in highway construction bid prices and maintenance unit costs. These costs reached an all-time high in 1948, as did those in many other fields. Although the period of increasing unit costs has passed, there has been no substantial decline as yet. The rise in unit costs over those of prewar years, however, is only part of the States' problem. The rapidly increasing number of motor vehicles (approximately 44 million in 1949) and our growing dependence on highway transportation have made it necessary to construct roads to much higher standards than in the past. The combination of these factors has greatly complicated the problems of constructing and maintaining highways.

State disbursements for highways totaled \$2,652 million in 1948, of which \$1,239 million were expend-

ed for highway construction, an increase of 29 percent over the previous year. Allocations of State revenues to local governments for highway purposes totaled \$538 million, an increase of 19 percent over 1947.

OBLIGATIONS FOR HIGHWAYS

Tables SB-1, 2, 2A, 3, and 5 present information on the obligations issued, redeemed, and outstanding; transactions during the year; and future annual debt-service requirements for State obligations for highways, including State-assumed local obligations, State issues for local roads, and obligations of the State to reimburse local governments for their contributions to the cost of State highways or local roads and streets now on the State system. Special toll revenue issues for bridges and other highway facilities are included only if the facilities are administered by State or quasi-State agencies. A distinction has been made in table SB-2 between general obligations backed by the full credit of the State and limited obligations for which only specific revenues have been pledged.

The obligations of a few special authorities of considerable importance, such as the Golden Gate Bridge and Highway District and the Port of New York Authority, are not included in these tables, either because the obligations do not come within the category of State debt for highways or because sufficient data were not available for inclusion.

The total outstanding highway debt of State and quasi-State agencies at the end of 1948 was \$1,578 million. Deducting \$246 million in sinking fund and debt reserves, the net State debt for highways was \$1,332 million. These amounts are itemized in table SB-2 for both direct State obligations and local obligations assumed by the States.

CONSTRUCTION CONTRACT AWARDS

Table CA-3 reports highway construction contract awards and force-account authorizations by State agencies for highways. The \$1,165 million total awards for 1948 exceeded those of 1947 by \$261 million, or by 29 percent. During the first 10 months of 1949 awards amounted to \$1,004 million, compared with \$987 million for the same period of 1948. The mileages shown in these tables do not represent construction put in place during the period, since many projects require more than one construction season for completion.

STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS-SUMMARY 1/

TABLE SF-1, 1948
ISSUED AUGUST 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSSTATE HIGHWAY FINANCE-1948
DISBURSEMENTS FROM STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS
APPLICABLE TO HIGHWAYS-SUMMARY 1/TABLE SF-2, 1948
ISSUED AUGUST 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	EXPENSE OF COLLECTING AND ADMINISTERING HIGHWAY-USER REVENUES	DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS						EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS 4/					EXPENDITURES AND FUND TRANSFERS FOR NONHIGHWAY PURPOSES 6/			BALANCES ON DECEMBER 31, 1948			STATE
		CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION 2/	STATE POLICE AND SAFETY	INTEREST ON OBLIGATIONS FOR STATE HIGHWAYS 3/	SUBTOTAL OF CURRENT EXPENDITURES	RETIREMENT OF OBLIGATIONS FOR STATE HIGHWAYS 3/	TOTAL	COUNTY AND OTHER LOCAL ROADS 2/	CITY STREETS 5/	SERVICE OF OBLIGATIONS FOR LOCAL ROADS	TOTAL	TO STATE AND LOCAL GENERAL FUNDS	EDUCATION, SERVICE OF NON-HIGHWAY DEBT, ETC.	TOTAL DISBURSEMENTS	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL		
ALABAMA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	ALABAMA
ARIZONA	995	13,025	1,426	1,020	15,471	1,938	17,409	20,456	446	-	20,902	1,492	-	1,492	40,798	10,969	1,259	12,228	ARIZONA
ARKANSAS	667	13,591	1,468	-	14,059	-	14,059	3,608	911	-	4,519	-	-	-	19,245	5,622	-	5,622	ARKANSAS
CALIFORNIA	798	13,291	347	3,855	21,826	3,273	25,099	5,048	170	603	5,821	194	-	194	31,912	5,329	10,905	16,234	CALIFORNIA
	10,330	130,298	7,014	2,080	139,392	9,103	148,495	54,714	19,407	-	74,121	33,142	-	33,142	266,068	25,267	-	35,317	
COLORADO	1,317	23,810	1,131	328	25,269	1,625	26,894	7,451	1,183	-	8,594	-	-	-	36,805	3,716	1,024	4,740	COLORADO
CONNECTICUT	1,547	26,339	951	316	27,606	1,938	29,544	6,545	1,575	-	8,120	824	-	1,042	39,211	13,014	3,200	13,582	CONNECTICUT
DELAWARE	238	6,564	531	962	8,157	436	8,593	12,171	1,575	-	13,746	-	-	-	125,089	55,495	381	55,876	DELAWARE
FLORIDA	2,522	43,099	1,182	389	44,670	560	45,230	19,970	-	-	10,410	5,080	-	23,141	81,303	10,597	489	11,086	FLORIDA
GEORGIA	1,073	31,978	1,463	30	33,471	2,658	36,129	9,363	352	-	9,715	-	-	-	46,917	20,065	2,833	22,848	GEORGIA
IDAHO	158	8,640	307	-	9,047	8,067	17,114	4,792	1,015	-	59,338	-	-	-	13,962	2,648	-	2,648	IDAHO
ILLINOIS	4,532	48,556	3,433	3,052	54,941	6,228	61,169	18,582	5,607	-	66,761	705	-	705	125,089	55,495	381	55,876	ILLINOIS
INDIANA	2,420	39,152	1,355	-	40,511	-	40,511	18,582	5,607	-	22,108	-	-	-	67,825	3,528	-	3,528	INDIANA
IOWA	1,599	23,116	924	361	24,401	7,820	32,221	19,877	2,428	-	22,305	-	-	-	56,125	16,357	-	16,357	IOWA
KANSAS	2,100	26,241	477	16	29,034	1,307	30,341	9,352	29	-	9,352	-	-	-	41,022	5,534	893	6,427	KANSAS
KENTUCKY	1,121	33,172	976	32	34,180	479	34,659	6,422	1,049	-	6,422	-	-	-	42,202	22,720	236	22,956	KENTUCKY
LOUISIANA	916	33,971	966	3,961	40,198	4,705	45,903	6,584	1,049	-	7,613	166	-	4,301	58,333	24,950	13,716	38,666	LOUISIANA
MAINE	425	19,339	519	923	20,881	1,766	22,647	1,099	240	-	1,339	-	-	-	24,512	2,832	742	3,574	MAINE
MARYLAND	26,971	26,971	1,470	319	28,746	3,496	32,242	6,853	9,014	-	15,867	-	-	-	50,531	45,766	4,038	49,804	MARYLAND
MASSACHUSETTS	2,795	35,931	1,360	935	39,516	4,195	43,711	5,799	92	-	5,891	-	-	-	110,661	43,990	1,403	45,153	MASSACHUSETTS
MICHIGAN	3,549	59,631	1,960	31	61,628	237	61,865	34,147	10,500	-	44,647	-	-	-	110,661	9,676	306	9,982	MICHIGAN
MINNESOTA	1,827	38,707	1,066	264	40,037	2,825	42,862	12,379	18	-	12,397	-	-	-	57,179	28,000	2,690	30,690	MINNESOTA
MISSISSIPPI	1,182	24,424	656	1,588	26,668	2,588	29,256	22,090	1	-	22,090	-	-	-	52,284	9,388	1,839	11,227	MISSISSIPPI
MISSOURI	1,030	31,489	1,431	1,997	34,917	6,147	41,064	14,249	1	-	1,430	-	-	-	49,324	22,995	7,627	30,622	MISSOURI
MONTANA	320	17,167	496	40	17,703	2	17,705	1,776	42	-	1,818	-	-	-	19,867	827	708	1,535	MONTANA
NEBRASKA	666	19,296	653	-	19,949	-	19,949	10,904	770	-	11,674	-	-	-	32,319	566	-	566	NEBRASKA
NEVADA	246	7,051	20	-	7,071	-	7,071	7,071	6	-	967	-	-	-	87	87	-	87	NEVADA
NEW HAMPSHIRE	289	11,320	248	127	11,695	942	12,637	6,626	6	-	967	-	-	-	13,693	896	743	153	NEW HAMPSHIRE
NEW JERSEY	4,003	37,456	2,228	1,931	41,595	1,163	42,758	14,124	3,089	-	19,018	79	-	690	65,919	75,588	21,643	97,231	NEW JERSEY
NEW MEXICO	777	14,247	298	928	15,073	6,234	21,307	16,451	859	-	22,166	-	-	-	18,557	1,390	447	1,837	NEW MEXICO
NEW YORK	4,872	88,128	2,361	1,718	92,027	6,234	98,261	23,335	-	-	24,194	1,716	-	2,010	71,444	176,015	63,280	239,295	NEW YORK
NORTH CAROLINA	2,425	65,400	2,633	1,666	69,720	5,085	74,805	10,441	-	-	24,194	1,716	-	2,010	71,444	176,015	63,280	239,295	NORTH CAROLINA
NORTH DAKOTA	359	15,178	208	-	15,390	-	15,390	3,982	-	-	3,982	-	-	-	19,671	1,794	300	2,094	NORTH DAKOTA
OHIO	4,301	72,006	2,317	18	74,341	490	74,831	40,316	18,219	-	58,535	-	-	-	137,667	31,060	146	31,206	OHIO
OKLAHOMA	1,712	21,303	1,061	-	22,364	-	22,364	18,066	2,154	-	20,180	-	-	-	44,256	33,225	-	33,225	OKLAHOMA
OREGON	1,936	28,816	1,278	104	30,198	500	30,698	6,456	2,877	-	9,333	-	-	-	44,256	13,244	-	13,244	OREGON
PENNSYLVANIA	3,710	151,788	8,716	5,142	165,646	3,700	169,346	12,368	6,434	-	18,914	-	-	-	191,989	111,097	86,231	197,328	PENNSYLVANIA
RHODE ISLAND	406	7,500	300	258	8,058	6,577	14,635	8,058	-	-	46	4,023	-	-	12,533	167	1,275	1,442	RHODE ISLAND
SOUTH CAROLINA	615	27,668	1,095	1,435	30,198	6,234	36,432	3,652	-	-	3,652	-	-	-	46,804	14,496	5,131	19,627	SOUTH CAROLINA
SOUTH DAKOTA	278	15,640	133	1,805	17,173	2,481	19,654	4,495	-	-	4,495	-	-	-	20,666	1,680	-	1,680	SOUTH DAKOTA
TENNESSEE	1,984	37,895	754	1,805	40,404	2,481	42,915	14,287	-	-	14,888	2,412	-	195	42,162	14,158	7,452	21,610	TENNESSEE
TEXAS	4,168	104,400	1,776	2,275	108,451	5,900	114,371	18,997	-	-	22,418	8,099	-	28,601	169,558	24,012	6,793	30,805	TEXAS
UTAH	423	10,602	300	-	10,902	-	10,902	959	572	-	1,531	-	-	-	12,056	1,597	-	1,597	UTAH
VERMONT	157	6,243	286	5	6,548	-	6,548	3,775	116	-	4,285	-	-	-	11,100	1,497	-	1,497	VERMONT
VIRGINIA	1,833	27,318	2,123	-	29,441	-	29,441	13,805	99	-	18,213	1,135	-	6,098	56,271	4,957	-	4,957	VIRGINIA
WASHINGTON	1,385	27,578	2,692	467	30,737	1,296	32,033	13,805	4,309	-	18,213	1,135	-	6,098	56,271	4,957	-	4,957	WASHINGTON
WEST VIRGINIA	1,008	37,194	560	1,605	39,379	6,663	46,042	15,311	4,048	-	19,359	4,097	-	4,097	46,523	9,777	3,379	22,853	WEST VIRGINIA
WISCONSIN	1,808	43,352	221	28	43,573	356	43,929	15,311	4,048	-	19,359	4,097	-	4,097	46,523	9,777	3,379	22,853	WISCONSIN
WYOMING	201	13,162	173	-	13,383	-	13,383	1,620	92	-	1,712	-	-	-	15,546	1,612	-	1,612	WYOMING
DISTRICT OF COLUMBIA	371	-	-	-	-	-	-	-	11,958	-	11,958	1,242	-	1,242	13,571	4,624	-	4,624	DISTRICT OF COLUMBIA
TOTAL	83,985	1,700,910	63,399	47,331	1,811,640	103,592	1,915,232	511,724	125,196	-	652,801	137,833	51,537	189,370	2,801,328	1,051,332	280,747	1,332,079	TOTAL

1/ THIS TABLE IS ONE OF A SERIES ON STATE HIGHWAY FINANCE. TABLES SF-1 AND 2 SUMMARIZE THE RECEIPTS AND DISBURSEMENTS OF (1) STATE HIGHWAY-USER REVENUES, INCLUDING AMOUNTS ALLOCATED FOR NONHIGHWAY PURPOSES, AND (2) ALL OTHER RECEIPTS AND DISBURSEMENTS BY THE STATES FOR HIGHWAYS. TABLES SF-3 AND 4 RECORD RECEIPTS AND DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS; TABLES SF-5 AND 6, RECEIPTS AND DISBURSEMENTS BY THE STATES FOR LOCAL ROADS AND STREETS; TABLES SF-9 AND 10, RECEIPTS AND DISBURSEMENTS FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES. INFORMATION ON THE AMOUNTS OF HIGHWAY-USER TAXES USED FOR NONHIGHWAY PURPOSES (FORMERLY PUBLISHED IN TABLES SF-7 AND 8) CAN BE OBTAINED FROM TABLES G-3, MW-3, MC-2, AND OF. TRANSACTIONS OF INTERSTATE AND INTRASTATE TOLL AUTHORITIES THAT ARE OPERATED BY STATE OR QUASI-STATE AGENCIES ARE GIVEN SEPARATELY IN TABLES SF-3B AND 4B. RECEIPTS AND DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS EXCLUDING TOLL FACILITIES ARE GIVEN IN TABLES SF-3A AND 4A.

2/ EXPENDITURES FOR COUNTY ROADS UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA, AND WEST VIRGINIA ARE INCLUDED WITH EXPENDITURES FOR STATE-ADMINISTERED HIGHWAYS.

3/ OBLIGATIONS FOR STATE HIGHWAYS INCLUDE STATE HIGHWAY BONDS AND NOTES, STATE AND QUASI-STATE TOLL AUTHORITY BONDS, AND OBLIGATIONS TO REIMBURSE CORRECT AND OTHER LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF ROADS AND BRIDGES NOW ON STATE SYSTEMS. INTEREST ON STATE BONDS AND NOTES IS INCLUDED IN DISBURSEMENTS FOR DEBT ADMINISTRATION. FOR ADDITIONAL INFORMATION ON STATE OBLIGATIONS FOR HIGHWAYS, SEE TABLES SF-11 AND SF-12.

4/ IN MANY STATES, THE FUND TRANSFERS UNDER "OTHER LOCAL ROADS" MAY ULTIMATELY HAVE BEEN USED IN PART FOR CITY STREETS OR SERVICE OF OBLIGATIONS FOR LOCAL ROADS.

5/ EXPENDITURES FOR STATE-ADMINISTERED HIGHWAYS.

6/ FOR ADDITIONAL DETAILS OF ALLOCATIONS FOR NONHIGHWAY PURPOSES SEE TABLE OF.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE HIGHWAY FINANCE-1948

RECEIPTS FOR STATE-ADMINISTERED HIGHWAYS 17

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SF-3, 1948
ISSUED AUGUST 1949

STATE	BALANCES ON JANUARY 1, 1948			RECEIPTS FROM CURRENT STATE INFRASTRUCTURE				RECEIPTS FROM CURRENT STATE INFRASTRUCTURE				OTHER RECEIPTS				TOTAL RECEIPTS	STATE
	RESERVES FOR HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUE			APPROPRIATIONS FOR GENERAL FUNDS	OTHER STATE INFRASTRUCTURE	TOTAL	FEDERAL FUNDS		FUNDS TRANSFERRED FROM LOCAL GOVERNMENTS	RECEIPTS FROM NOTES, ETC.	EARNINGS OF SINKING FUND OR DEBT RESERVE	MISCELLANEOUS RECEIPTS		
				MOTOR-FUEL TAXES	MOTOR-CARRIER TAXES	TOTAL				BUREAU OF PUBLIC ROADS	OTHER AGENCIES						
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
ALABAMA	1,000	1,119	2,119	1,000	1,000	2,000	1,000	1,000	2,000	1,000	1,000	1,00					

STATE HIGHWAY FINANCE-1948

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS

Compiled for calendar year from reports of State Authorities

TABLE SF-1, 1948
ISSUED AUGUST 1949

STATE	CAPITAL OUTLAY FOR ROADS AND BRIDGES 2/					MAINTENANCE 2/					ADMINISTRATION, ENGINEERING, AND MISCELLANEOUS 3/					INTEREST ON OBLIGATIONS FOR STATE HIGHWAYS 3/					REIMBURSEMENT OF OBLIGATIONS FOR STATE HIGHWAYS 3/					BALANCES ON DECEMBER 31, 1948				
	PRIMARY STATE HIGHWAYS (RURAL) 3/	SECONDARY ROADS UNDER STATE CONTROL 3/	URBAN STATIONS OF STATE HIGHWAY SYSTEMS	PARK, FOREST, AND OTHER STATE ROADS	TOTAL 3/	PRIMARY STATE HIGHWAYS (RURAL) 3/	SECONDARY ROADS UNDER STATE CONTROL 3/	URBAN STATIONS OF STATE HIGHWAY SYSTEMS	PARK, FOREST, AND OTHER STATE ROADS	TOTAL 3/	STATE POLICE AND SAFETY 3/	STATE BONDS AND NOTES 3/	REIMBURSEMENT OF OBLIGATIONS 3/	TOTAL 3/	SUBTOTAL, CURRENT EXPENDITURES 3/	STATE BONDS AND NOTES 3/	REIMBURSEMENT OF OBLIGATIONS 3/	TOTAL 3/	DISBURSEMENTS ON CURRENT HIGHWAY WORK 3/	RESERVES FOR DEBT SERVICE 3/	RESERVES FOR CURRENT HIGHWAY WORK 3/	TOTAL 3/	STATE							
																								1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS
ALABAMA	8,124	-	564	24	8,712	3,951	-	-	3,951	732	1,426	1,020	-	1,020	15,471	1,938	-	1,938	17,409	5,295	-	5,295	6,594							
ARIZONA	9,746	-	444	-	10,190	2,578	-	34	2,612	769	468	1,020	-	1,020	18,099	-	-	-	18,099	5,355	-	5,355	13,744							
ARKANSAS	10,284	-	39,180	-	49,464	9,939	-	2,429	5,939	761	7,011	3,895	-	3,895	23,099	3,273	-	3,273	26,372	5,112	-	5,112	16,006							
CALIFORNIA	59,150	-	39,180	-	98,330	19,523	-	2,429	21,952	10,036	7,011	2,608	-	2,608	139,592	9,105	-	9,105	148,697	5,343	-	5,343	123,353							
COLORADO	11,309	5,802	1,859	-	18,970	3,824	-	1,028	3,824	1,036	1,131	328	-	328	25,269	1,625	-	1,625	26,894	2,888	-	2,888	3,912							
CONNECTICUT	14,946	-	1,770	-	16,716	7,228	-	1,028	8,256	2,267	951	316	-	316	29,244	1,881	-	1,881	31,125	5,030	-	5,030	5,568							
DELAWARE	3,945	-	1,770	-	5,715	3,945	-	(3/)	1,558	1,161	531	857	-	857	8,157	131	-	131	8,288	3,200	-	3,200	38,661							
FLORIDA	31,686	-	-	200	31,886	8,727	-	-	8,727	2,486	1,182	-	-	389	44,610	-	-	560	45,170	10,559	-	10,559	11,048							
GEORGIA	23,068	-	238	-	23,306	7,560	-	-	7,560	1,112	1,163	30	-	30	33,471	2,668	-	2,668	36,139	20,093	-	20,093	22,811							
IDAHO	5,121	-	3,439	-	8,560	3,239	-	-	3,239	280	307	-	-	-	8,947	2,248	-	2,248	8,947	8,571	-	8,571	8,992							
ILLINOIS	25,705	-	6,423	-	32,128	9,753	-	2,087	11,800	4,488	3,433	3,052	-	3,052	49,941	6,228	-	6,228	56,169	8,571	-	8,571	381							
INDIANA	22,923	-	4,019	-	26,942	9,304	-	989	10,233	1,942	1,359	-	-	-	10,511	-	-	-	10,511	3,528	-	3,528	3,528							
IOWA	12,944	-	2,986	-	15,930	6,475	-	153	6,628	618	924	-	-	361	24,401	1,820	-	1,820	26,221	5,371	-	5,371	5,371							
KANSAS	16,966	-	1,718	-	18,684	8,193	-	331	8,524	1,816	977	32	-	32	24,180	4,705	-	4,705	28,885	893	-	893	20,469							
KENTUCKY	19,967	-	1,595	-	21,562	9,473	-	-	9,473	1,816	977	32	-	32	34,180	4,705	-	4,705	38,885	19,117	-	19,117	38,885							
LOUISIANA	21,104	-	1,770	-	22,874	11,770	-	-	11,770	2,997	966	-	-	3,963	40,798	-	-	-	40,798	24,747	-	24,747	38,463							
MAINE	16,966	-	1,718	-	18,684	8,193	-	-	8,193	1,816	977	32	-	32	24,180	4,705	-	4,705	28,885	893	-	893	20,469							
MASSACHUSETTS	16,966	-	1,718	-	18,684	8,193	-	-	8,193	1,816	977	32	-	32	24,180	4,705	-	4,705	28,885	893	-	893	20,469							
MICHIGAN	16,966	-	1,718	-	18,684	8,193	-	-	8,193	1,816	977	32	-	32	24,180	4,705	-	4,705	28,885	893	-	893	20,469							
MINNESOTA	26,931	-	6,650	-	33,581	10,774	-	-	10,774	1,866	1,066	264	-	264	26,668	2,285	-	2,285	28,953	2,630	-	2,630	24,338							
MISSISSIPPI	11,044	-	2,106	-	13,150	4,186	-	-	4,186	1,944	656	1,997	-	1,997	10,917	6,122	-	6,122	17,039	1,834	-	1,834	11,205							
MISSOURI	13,036	-	8,956	-	21,992	7,267	-	-	7,267	1,131	1,391	1,997	-	1,997	10,917	6,122	-	6,122	17,039	1,834	-	1,834	11,205							
MONTANA	6,149	-	4,354	-	10,503	5,779	-	-	5,779	1,173	885	1,997	-	1,997	10,917	6,122	-	6,122	17,039	1,834	-	1,834	11,205							
NEBRASKA	11,934	-	320	-	12,254	6,002	-	-	6,002	1,040	653	-	-	-	19,949	-	-	-	19,949	185	-	185	145							
NEVADA	2,573	-	353	-	2,926	1,106	-	58	1,164	504	20	-	-	-	1,668	-	-	-	1,668	832	-	832	145							
NEW HAMPSHIRE	3,456	-	2,150	-	5,606	2,359	-	8	2,367	1,410	248	127	-	127	11,695	942	-	942	12,637	856	-	856	145							
NEW JERSEY	9,430	-	18,094	-	27,524	5,688	-	1,739	7,427	910	2,228	1,931	-	1,931	11,595	1,163	-	1,163	12,758	61,730	-	61,730	83,163							
NEW MEXICO	9,162	-	2,834	-	12,000	3,208	-	-	3,208	1,757	328	528	-	528	15,073	1,378	-	1,378	16,451	1,300	-	1,300	1,837							
NEW YORK	59,444	-	2,011	-	61,455	19,768	-	249	20,017	1,126	2,361	7,118	-	7,118	48,207	6,234	-	6,234	54,441	63,280	-	63,280	239,136							
NORTH CAROLINA	16,775	-	2,834	-	19,609	6,193	-	1,642	7,837	2,363	2,631	1,696	-	1,696	69,729	5,085	-	5,085	74,814	33,775	-	33,775	50,940							
NORTH DAKOTA	10,767	-	1,249	-	12,016	2,986	-	-	2,986	1,108	208	-	-	-	15,390	-	-	-	15,390	1,261	-	1,261	1,564							
OHIO	26,778	-	11,117	-	37,895	10,253	-	22	28,157	5,942	2,317	18	-	18	74,341	4,990	-	4,990	79,331	24,170	-	24,170	24,316							
OKLAHOMA	13,549	-	2,866	-	16,415	10,950	-	-	10,950	1,596	1,061	-	-	-	22,368	2,335	-	2,335	24,703	25,335	-	25,335	25,335							
OREGON	9,116	-	2,834	-	11,950	3,208	-	21	12,169	1,110	1,110	104	-	104	16,546	500	-	500	17,046	9,019	-	9,019	9,019							
PENNSYLVANIA	4,505	-	20	-	4,525	2,183	-	-	2,183	792	300	512	-	512	10,538	-	-	-	10,538	105,231	-	105,231	159,454							
RHODE ISLAND	21,042	-	30	-	21,072	10,294	-	-	10,294	1,312	1,435	122	-	122	15,773	-	-	-	15,773	1,650	-	1,650	1,650							
SOUTH CAROLINA	9,870	-	8,805	-	18,675	5,227	-	-	5,227	513	133	-	-	-	6,356	-	-	-	6,356	7,136	-	7,136	1,680							
SOUTH DAKOTA	21,398	-	1,021	-	22,419	5,584	-	407	6,271	1,317	754	1,375	-	1,375	10,405	-	-	-	10,405	14,136	-	14,136	7,452							
TEXAS	61,566	-	10,121	-	71,687	21,207	-	-	21,207	5,206	1,776	-	-	2,275	108,451	-	-	-	114,371	22,942	-	22,942	29,795							
UTAH	6,599	-	1,249	-	7,848	3,131	-	-	3,131	872	300	-	-	-	10,902	-	-	-	10,902	1,204	-	1,204	1,204							
VERMONT	2,868	-	30	-	2,898	1,303	-	-	1,303	282	286	5	-	5	6,534	-	-	-	6,534	693	-	693	710							
VIRGINIA	21,735	-	6,408	-	28,143	8,599	-	-	8,599	1,422	2,192	-	-	-	53,441	-	-	-	53,441	4,381	-	4,381	4,381							
WASHINGTON	18,910	-	3,599	-	22,509	4,868	-	90	6,661	2,425	2,622	-	-	-	30,737	1,280	-	1,280	32,017	18,457	-	18,457	21,442							
WEST VIRGINIA	9,139	-	666	-	9,805	13,364	-	-	13,364	3,103	1,556	1,695	-	1,695	39,379	6,663	-	6,663	46,042	9,777	-	9,777	11,409							
WISCONSIN	24,732	-	7,515	-	32,247	8,749	-	324	9,134	1,556	221	-	-	-	35,671	-	-	-	35,671	49,920	-	49,920	4,632							
WYOMING	9,955	-	-	-	9,955	3,103	-	-	3,103	124	173	-	-	-	13,393	-	-	-	13,393	1,612	-	1,612	1,612							
SUBTOTAL 3/	871,708	91,519	156,995	12,542	1,133,614	377,456	-	3,619	377,456	60,063	63,399	-	-	-	1,011,640	89,750	-	89,750	1,101,390	895,813	-	895,813	1,156,571							
TOTAL	-	-	-	-	1,133,614	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
1/ SEE TABLES SP-1 AND 2 FOR GENERAL NOTE ON SP SERIES. TABLES SP-3 AND 4 ARE CONCERNED SOLELY WITH RECEIPTS AND DISBURSEMENTS FOR STATE-ADMINISTERED ROADS AND BRIDGES. IN ADDITION TO THE RECEIPTS AND DISBURSEMENTS OF THE STATE HIGHWAY DEPARTMENTS FOR PRIMARY AND SECONDARY STATE HIGHWAYS AND COUNTY ROADS UNDER STATE CONTROL, THESE TABLES ALSO INCLUDE STATE HIGHWAY DEBT SERVICE TRANSACTIONS AND (

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE HIGHWAY FINANCE-1948

RECEIPTS FOR STATE-ADMINISTERED HIGHWAYS
(EXCLUSIVE OF TOLL FACILITIES)

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SF-30, 1948
ISSUED AUGUST 1949

STATE	BALANCES ON JANUARY 1, 1948			RECEIPTS FROM CURRENT STATE IMPOSTS 2/										OTHER RECEIPTS		FUNDS TRANSFERRED FROM FACILITIES	TOTAL RECEIPTS	STATE				
	RESERVES CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUE					PROPERTY TAXES	APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS 3/	FEDERAL FUNDS							EARNINGS OF SINKING FUND OR DEBT REFUNDING ETC.	TOTAL		
				MOTOR-VEHICLE TAXES, FEES, ETC.				TOTAL				BUREAU OF PUBLIC ROADS		FROM COUNTIES, TOWNS, SHIPS, ETC.	FROM CITIES, ETC.						FOR CONSTRUCTION, ETC.	FOR DEBT SERVICE, ETC.
				MOTOR-VEHICLE TAXES	MOTOR-CARRIER FEES, ETC.	MOTOR-TAXES	TOTAL					DOLLARS	DOLLARS									
ALABAMA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
ARIZONA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
ARKANSAS	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
CALIFORNIA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
COLORADO	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
CONNECTICUT	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
DELAWARE	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
FLORIDA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
GEORGIA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
ILLINOIS	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
INDIANA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
IOWA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
KANSAS	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
KENTUCKY	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
LOUISIANA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
MAINE	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
MARYLAND	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
MASSACHUSETTS	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
MICHIGAN	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
MINNESOTA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
MISSISSIPPI	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
MISSOURI	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
MONTANA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
NEBRASKA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
NEVADA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
NEW HAMPSHIRE	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
NEW JERSEY	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
NEW MEXICO	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
NEW YORK	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
NORTH CAROLINA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
NORTH DAKOTA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
OHIO	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
OKLAHOMA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
PENNSYLVANIA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
RHODE ISLAND	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
SOUTH CAROLINA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
SOUTH DAKOTA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
TENNESSEE	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
TEXAS	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
UTAH	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
VERMONT	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
VIRGINIA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
WASHINGTON	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
WEST VIRGINIA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
WISCONSIN	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
WYOMING	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000					
TOTAL	857,000	188,000	1,045,000	847,741	239,220	23,915	1,230,876	145	32,102	11,445	1,274,768	352,490	2,390	8,043	51,841	600,794	853	3,491	1,691,857	TOTAL		

1/ SEE TABLES SF-1 AND 2 FOR GENERAL NOTE ON SF SERIES. TABLES SF-3A AND 4A, SUPPLEMENTAL TO TABLES SF-3 AND 4, ARE CONCERNED SOLELY WITH RECEIPTS AND DISBURSEMENTS FOR STATE-ADMINISTERED ROADS AND BRIDGES EXCLUSIVE OF TOLL FACILITIES. IN ADDITION TO THE RECEIPTS AND DISBURSEMENTS FOR STATE-ADMINISTERED ROADS AND BRIDGES EXCLUSIVE OF TOLL FACILITIES, THESE TABLES ALSO INCLUDE STATE HIGHWAY DEBT SERVICE TRANSACTIONS AND (30) SECONDARY STATE HIGHWAY AND COUNTY ROADS UNDER STATE CONTROL. THESE TABLES STATE AGENCIES, SUCH AS STATE PARK BOARDS. TRANSACTIONS OF STATE AND QUASI-STATE TOLL AUTHORITIES ARE GIVEN IN TABLES SF-3B AND 4B.

2/ FOR THIS ANALYSIS, GROSS NON-TOLLMAY ALLOCATIONS OF HIGHWAY-USER REVENUES WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR STATE-ADMINISTERED HIGHWAYS: ALABAMA \$350,000; ARKANSAS \$350,000; CALIFORNIA \$5,221,000; ILLINOIS \$600,000; IOWA \$400,000; LOUISIANA \$595,000; MICHIGAN \$400,000; MISSISSIPPI \$1,065,000; MONTANA \$50,000; NEBRASKA \$50,000; NEVADA \$50,000; NEW HAMPSHIRE \$50,000; NEW JERSEY \$50,000; NEW MEXICO \$50,000; NEW YORK \$50,000; NORTH CAROLINA \$50,000; NORTH DAKOTA \$50,000; OHIO \$50,000; OKLAHOMA \$50,000; PENNSYLVANIA \$50,000; RHODE ISLAND \$50,000; SOUTH CAROLINA \$50,000; SOUTH DAKOTA \$50,000; TENNESSEE \$50,000; TEXAS \$50,000; UTAH \$50,000; VERMONT \$50,000; VIRGINIA \$50,000; WASHINGTON \$50,000; WEST VIRGINIA \$50,000; WISCONSIN \$50,000; WYOMING \$50,000.

3/ ALABAMA, TAX ON LUBRICATING OILS; IDAHO, TAX ON CONTRACTS; ILLINOIS, OIL ROYALTIES; IOWA, TAX ON LUBRICATING OILS \$1,350,000, SEVERANCE TAX \$340,000; MISSISSIPPI, TAX ON LUBRICATING OILS; MONTANA, TAX ON LUBRICATING OILS; NEBRASKA, TAX ON LUBRICATING OILS; NEVADA, TAX ON LUBRICATING OILS; NEW HAMPSHIRE, TAX ON LUBRICATING OILS; NEW JERSEY, TAX ON LUBRICATING OILS; NEW MEXICO, TAX ON LUBRICATING OILS; NEW YORK, TAX ON LUBRICATING OILS; NORTH CAROLINA, TAX ON LUBRICATING OILS; NORTH DAKOTA, TAX ON LUBRICATING OILS; OHIO, TAX ON LUBRICATING OILS; OKLAHOMA, TAX ON LUBRICATING OILS; PENNSYLVANIA, TAX ON LUBRICATING OILS; RHODE ISLAND, TAX ON LUBRICATING OILS; SOUTH CAROLINA, TAX ON LUBRICATING OILS; SOUTH DAKOTA, TAX ON LUBRICATING OILS; TENNESSEE, TAX ON LUBRICATING OILS; TEXAS, TAX ON LUBRICATING OILS; UTAH, TAX ON LUBRICATING OILS; VERMONT, TAX ON LUBRICATING OILS; VIRGINIA, TAX ON LUBRICATING OILS; WASHINGTON, TAX ON LUBRICATING OILS; WEST VIRGINIA, TAX ON LUBRICATING OILS; WISCONSIN, TAX ON LUBRICATING OILS; WYOMING, TAX ON LUBRICATING OILS.

4/ ARKANSAS, COLORADO, GEORGIA, MARYLAND, AND OHIO, DEPARTMENT OF THE ARMY; CALIFORNIA, DEPARTMENT OF THE ARMY \$850,000; PUBLIC HOUSING ADMINISTRATION \$65,000; IDAHO, U. S. RECLAMATION SERVICE \$107,000; IOWA, U. S. RECLAMATION SERVICE \$107,000; MONTANA AND WYOMING, DEPARTMENT OF INTERIOR (OIL ROYALTIES); NEW HAMPSHIRE, DEPARTMENT OF AGRICULTURE.

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS (EXCLUSIVE OF TOLL FACILITIES)

STATE HIGHWAY FINANCE - 1948

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SF-34, 1948
ISSUED AUGUST 1949

STATE	CAPITAL OUTLAY FOR ROADS AND BRIDGES 2/										MAINTENANCE 2/				INTEREST ON OBLIGATIONS FOR STATE HIGHWAYS 5/				RETIROEMENT OF OBLIGATIONS FOR STATE HIGHWAYS 7/				BALANCES ON DECEMBER 31, 1948			
	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL	URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS	PARK, FOREST, AND OTHER STATE ROADS	TOTAL 3/	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL	URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS	PARK, FOREST, AND OTHER STATE ROADS	TOTAL 3/	ADMINISTRATION, ENGINEERING, AND MISCELLANEOUS 3/	STATE HIGHWAY BONDS AND NOTES 6/	REIMBURSEMENT OF OBLIGATIONS 6/	SUBTOTAL EXPENDITURES	STATE HIGHWAY BONDS AND NOTES 6/	REIMBURSEMENT OF OBLIGATIONS 6/	TOTAL DISBURSEMENTS	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	STATE					
	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS					
ALABAMA	8,124	-	564	24	8,712	3,581	-	-	-	3,581	732	1,426	1,020	15,471	1,020	-	17,491	-	-	6,554	ALABAMA					
ALASKA	9,170	-	-	-	10,190	2,576	-	34	-	2,610	789	468	-	14,059	-	-	14,059	-	-	5,355	ALASKA					
ARIZONA	10,924	-	-	-	10,924	5,939	-	-	-	5,939	761	347	-	20,816	-	-	20,816	-	-	16,006	ARIZONA					
ARKANSAS	59,130	-	38,418	-	97,608	19,523	-	1,293	-	20,816	9,533	7,014	1,238	136,209	-	-	137,984	-	-	4,184	ARKANSAS					
CALIFORNIA	11,309	5,302	1,819	-	18,430	3,894	-	-	-	3,894	1,036	1,131	-	388	-	-	26,864	-	-	3,912	CALIFORNIA					
COLORADO	7,482	-	1,770	-	9,252	3,257	-	-	-	3,257	2,153	951	-	162	-	-	19,778	-	-	389	COLORADO					
CONNECTICUT	3,901	-	-	-	3,901	1,558	-	-	-	1,558	582	1,182	-	302	-	-	44,539	-	-	9,203	CONNECTICUT					
DELAWARE	31,620	-	-	200	31,820	8,434	-	-	-	8,434	2,431	1,182	-	302	-	-	44,539	-	-	9,203	DELAWARE					
FLORIDA	23,068	-	238	-	23,306	7,560	-	-	-	7,560	1,112	1,463	-	30	-	-	36,129	-	-	2,833	FLORIDA					
GEORGIA	5,121	-	6,423	-	11,544	3,239	-	-	-	3,239	280	307	-	30	-	-	8,947	-	-	2,248	GEORGIA					
IDAH0	25,705	-	4,019	35	32,128	9,718	-	-	-	11,805	4,746	3,433	-	3,015	-	-	60,835	-	-	8,492	IDAH0					
ILLINOIS	22,293	-	-	-	26,977	9,304	-	-	-	10,233	1,942	1,359	-	3,015	-	-	40,511	-	-	164	ILLINOIS					
INDIANA	12,944	-	2,966	-	15,870	6,475	-	-	-	6,628	618	924	-	361	-	-	40,511	-	-	3,528	INDIANA					
IOWA	16,598	-	1,716	-	18,716	8,193	-	-	-	8,341	1,489	877	-	16	-	-	32,221	-	-	5,371	IOWA					
KANSAS	19,967	-	1,585	-	21,552	9,399	-	-	-	9,730	1,769	976	-	356	-	-	30,341	-	-	893	KANSAS					
KENTUCKY	21,104	-	-	-	21,104	11,770	-	-	-	11,770	2,997	966	-	3,961	-	-	45,959	-	-	19,753	KENTUCKY					
LOUISIANA	44,670	-	-	-	44,670	12,476	-	-	-	12,476	571	1,960	-	3,961	-	-	47,705	-	-	36,463	LOUISIANA					
MAINE	4,586	-	821	-	5,407	4,305	-	-	-	4,305	619	519	-	356	-	-	17,106	-	-	1,692	MAINE					
MARYLAND	16,516	-	3,164	-	19,680	10,558	-	-	-	10,558	1,956	1,470	-	122	-	-	25,066	-	-	689	MARYLAND					
MASSACHUSETTS	9,621	-	-	-	9,621	8,597	-	-	-	8,597	1,371	1,371	-	1,991	-	-	30,863	-	-	19,870	MASSACHUSETTS					
MICHIGAN	44,670	-	-	-	44,670	12,476	-	-	-	12,476	571	1,960	-	3,961	-	-	47,705	-	-	5,996	MICHIGAN					
MINNESOTA	26,931	-	281	-	27,212	8,774	-	-	-	8,774	620	268	-	264	-	-	40,097	-	-	2,885	MINNESOTA					
MISSISSIPPI	11,644	-	2,186	-	13,830	4,166	-	-	-	4,166	1,044	656	-	1,688	-	-	26,668	-	-	2,839	MISSISSIPPI					
MISSOURI	13,038	-	4,354	-	17,392	7,251	-	-	-	11,457	1,866	1,431	-	1,991	-	-	40,895	-	-	18,823	MISSOURI					
MONTANA	6,119	-	-	-	6,119	5,779	-	-	-	5,779	885	1,965	-	40	-	-	17,103	-	-	754	MONTANA					
NEBRASKA	11,934	-	320	-	12,254	6,002	-	-	-	6,002	1,040	653	-	40	-	-	17,103	-	-	1,462	NEBRASKA					
NEVADA	2,573	-	353	-	2,926	1,106	-	-	-	1,106	504	20	-	20	-	-	19,949	-	-	145	NEVADA					
NEW HAMPSHIRE	2,263	-	328	-	2,591	2,209	-	-	-	2,209	1,547	907	-	64	-	-	7,071	-	-	882	NEW HAMPSHIRE					
NEW JERSEY	9,430	-	-	561	9,991	5,688	-	-	-	5,688	4,329	248	-	1,999	-	-	11,067	-	-	151	NEW JERSEY					
NEW MEXICO	9,162	-	-	-	9,162	3,328	-	-	-	3,328	298	228	-	298	-	-	42,159	-	-	82,607	NEW MEXICO					
NEW YORK	55,935	-	8,011	-	63,946	10,558	-	-	-	10,558	1,965	1,470	-	1,991	-	-	74,225	-	-	18,737	NEW YORK					
NORTH CAROLINA	16,775	-	2,834	-	19,609	6,193	-	-	-	6,193	1,371	1,371	-	1,991	-	-	26,926	-	-	24,368	NORTH CAROLINA					
NORTH DAKOTA	10,167	-	921	-	11,088	2,936	-	-	-	2,936	1,066	1,066	-	1,991	-	-	17,103	-	-	1,462	NORTH DAKOTA					
OHIO	26,778	-	11,117	-	37,895	28,054	-	-	-	28,054	5,825	2,317	-	74,225	-	-	74,225	-	-	24,170	OHIO					
OKLAHOMA	8,549	-	2,896	-	11,445	6,973	-	-	-	6,973	1,371	1,371	-	1,991	-	-	20,195	-	-	25,335	OKLAHOMA					
OREGON	9,951	-	801	-	10,752	5,227	-	-	-	5,227	1,371	1,371	-	1,991	-	-	20,195	-	-	25,335	OREGON					
PENNSYLVANIA	56,474	-	20,253	-	76,727	14,368	-	-	-	14,368	11,267	8,716	-	1,999	-	-	159,978	-	-	51,031	PENNSYLVANIA					
RHODE ISLAND	4,505	-	20	-	4,525	2,100	-	-	-	2,100	767	300	-	105	-	-	7,877	-	-	1,082	RHODE ISLAND					
SOUTH CAROLINA	21,042	-	-	-	21,042	10,294	-	-	-	10,294	1,965	1,470	-	1,991	-	-	20,195	-	-	19,627	SOUTH CAROLINA					
SOUTH DAKOTA	9,870	-	30	-	9,900	5,227	-	-	-	5,227	1,371	1,371	-	1,991	-	-	17,103	-	-	1,680	SOUTH DAKOTA					
TENNESSEE	21,332	-	8,005	-	29,337	5,864	-	-	-	5,864	1,371	1,371	-	1,991	-	-	20,195	-	-	21,598	TENNESSEE					
TEXAS	61,566	-	10,121	-	71,687	21,323	-	-	-	21,323	5,825	2,317	-	74,225	-	-	74,225	-	-	29,385	TEXAS					
UTAH	6,999	-	-	-	6,999	3,131	-	-	-	3,131	872	300	-	1,082	-	-	17,103	-	-	1,204	UTAH					
VERMONT	2,868	-	1,249	-	4,117	2,868	-	-	-	2,868	4,282	2,123	-	5	-	-	49,018	-	-	17	VERMONT					
VIRGINIA	18,277	-	-	-	18,277	6,844	-	-	-	6,844	1,371	1,371	-	1,991	-	-	20,195	-	-	710	VIRGINIA					
WASHINGTON	14,184	-	151	-	14,335	4,516	-	-	-	4,516	1,371	1,371	-	1,991	-	-	20,195	-	-	6,116	WASHINGTON					
WEST VIRGINIA	9,139	-	666	-	9,805	3,176	-	-	-	3,176	580	580	-	1,991	-	-	39,106	-	-	12,901	WEST VIRGINIA					
WISCONSIN	20,232	-	7,515	-	27,747	10,749	-	-	-	10,749	1,371	1,371	-	1,991	-	-	43,573	-	-	49,960	WISCONSIN					
WYOMING	9,955	-	-	-	9,955	3,103	-	-	-	3,103	1,371	1,371	-	1,991	-	-	13,353	-	-	1,612	WYOMING					
SUBTOTAL 8/	894,919	97,519	132,049	12,220	1,136,707	367,267	60,663	15,106	3,587	446,023	101,192	63,399	39,758	1,766,657	39,758	39,758	83,886	691,837	195,076	886,913	TOTAL					

1/ SEE TABLES SF-31 AND 32 FOR GENERAL NOTE ON SF SERIES. TABLES SF-34 AND 35, SUPPLEMENTAL TO TABLES SF-31 AND 32, ARE CONCERNED SOLELY WITH RECEIPTS AND DISBURSEMENTS OF STATE-ADMINISTERED ROADS AND BRIDGES EXCLUSIVE OF TOLL FACILITIES. IN ADDITION TO THE RECEIPTS AND DISBURSEMENTS OF THE STATE HIGHWAY DEPARTMENT AND COUNTY ROADS UNDER STATE CONTROL, THESE TABLES ALSO INCLUDE STATE HIGHWAY DEBT SERVICE TRANSACTIONS (AS FAR AS REPORTED) THE RECEIPTS AND DISBURSEMENTS OF ROADS AND BRIDGES OF OTHER STATE AGENCIES, SUCH AS STATE PARK BOARDS. TRANSACTIONS OF STATE AND QUASI-STATE TOLL AUTHORITIES ARE GIVEN IN TABLES SF-34 AND 35.

2/ SEGREGATION OF EXPENDITURES BY SYSTEM ON WHICH EXPENDED IS INCOMPLETE IN MANY STATES. WHERE EXPENDITURES WERE NOT SEGREGATED, THE TOTAL IS GIVEN UNDER THE HEADING "PRIMARY STATE HIGHWAYS (RURAL)".

3/ COUNTY ROADS UNDER STATE CONTROL IN DELAWARE, VIRGINIA, AND WEST VIRGINIA. EXPENDITURES BY DELAWARE WERE NOT

4/ THE CLASSIFICATION OF ADMINISTRATION, ENGINEERING, AND MISCELLANEOUS EXPENDITURES IS NOT UNIFORM FOR ALL STATES BECAUSE OF INDETERMINATE AMOUNTS CHARGED TO CONSTRUCTION AND MAINTENANCE. FOR THIS ANALYSIS, UNDISTRIBUTED EQUIPMENT EXPENDITURES ARE INCLUDED WITH CONSTRUCTION AND MAINTENANCE ON A PRO RATA BASIS.

5/ INCLUDES SMALL ADMINISTRATIVE CHARGES IN CONNECTION WITH BOND SALES OR DEBT SERVICE.

6/ OBLIGATIONS TO REIMBURSE COUNTIES AND OTHER LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF ROADS AND BRIDGES WON ON STATE STATUTES.

7/ INCLUDES REFORMING OF REIMBURSEMENT OBLIGATIONS AS FOLLOWS: TENNESSEE \$395,000; TEXAS \$95,000.

8/ INCOMPLETE CLASSIFICATION OF CONSTRUCTION AND MAINTENANCE EXPENDITURES SHOWN ON THIS LINE. SEE FOOTNOTE 2.

DEPARTMENT OF CONDUCE BUREAU OF PUBLIC ROADS STATE HIGHWAY FINANCE-1948 RECEIPTS FOR ROAD, BRIDGE, AND FERRY TOLL FACILITIES ↘												
TABLE SF-3B, 1948 SHEET 1 OF 2 ISSUED AUGUST 1949												
STATE	NAME OF FACILITY	TYPE 2/	OPERATING AUTHORITY	BALANCES ON JANUARY 1, 1948 3/		HIGHWAY- USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	EARNINGS OF SINKING FUND OR DEBT RESERVE	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
				RESERVES FOR CONSTRUCTION, DEBT SERVICE, ETC.	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS
CALIFORNIA	SAN FRANCISCO-OAKLAND BAY	BRIDGE	CALIFORNIA TOLL BRIDGE AUTHORITY	1,278	6,931	2,118	7,767	-	80	448	68	10,511
CONNECTICUT	CHARTER OAK GROTON-NEW LONDON OLD LYME-OLD SATYBROOK PERRITT PARKWAY WILBUR CROSS PARKWAY ROCK HILL-GLOSTERBURY AND CHESTER-HADLYE TOTAL	BRIDGE BRIDGE BRIDGE ROAD BRIDGE BRIDGE TOTAL	CHARTER OAK BRIDGE COMMISSION GROTON-NEW LONDON BRIDGE COMMISSION OLD LYME-OLD SATYBROOK BRIDGE COMMISSION PERRITT PARKWAY BRIDGE COMMISSION WILBUR CROSS PARKWAY BRIDGE COMMISSION ROCK HILL-GLOSTERBURY AND CHESTER-HADLYE BRIDGE COMMISSION CONNECTICUT STATE HIGHWAY DEPARTMENT CONNECTICUT STATE HIGHWAY DEPARTMENT	540 864 4,794 568 4,670 10,868	- - 37 568 - 605	7 - 864 - 103 974	694 461 4 168 3 2,350	- - - - - -	- - - - - -	- - 262 - - 262	- - 33 42 122 75	701 461 98 1,294 985 122 3,661
DELAWARE	MEMORIAL	BRIDGE	DELAWARE CROSSING DIVISION, STATE HIGHWAY DEPARTMENT	-	-	-	-	40,200	74	-	-	40,274
FLORIDA	OVERSEAS HIGHWAY SANTA ROSA ISLAND TOTAL	BRIDGE BRIDGE TOTAL	OVERSEAS ROAD AND TOLL BRIDGE COMMISSION SANTA ROSA ISLAND AUTHORITY	32 - 32	370 - 370	109 - 109	475 2 477	- 1,519 1,519	- -	3 - 3	12 5/14 26	599 1,535 2,134
GEORGIA	STATE HIGHWAY AND LITTLE'S 6/	FERRIES	GEORGIA STATE HIGHWAY DEPARTMENT	-	-	-	-	-	-	-	-	-
ILLINOIS	MISSISSIPPI RIVER	BRIDGE •	CAIRO BRIDGE COMMISSION	72	163	-	395	-	-	-	-	395
KENTUCKY	ROCKPORT 2/ CENTRAL OHIO RIVER 9/ TOTAL	BRIDGE BRIDGE BRIDGE TOTAL	KENTUCKY DEPARTMENT OF HIGHWAYS KENTUCKY DEPARTMENT OF HIGHWAYS CAIRO BRIDGE COMMISSION	- - 170 192	21 1 170 192	8/57 (6/) - 57	57 120 327 574	- -	- -	2 - - 2	- -	114 122 327 633
MAINE	VALDO-HANDOCK MAINE-KENNEBEC CARLTON DEER ISLE-SEEDWICK MAINE TURNPIKE TOTAL	BRIDGE BRIDGE BRIDGE BRIDGE ROAD TOTAL	MAINE STATE HIGHWAY COMMISSION MAINE STATE HIGHWAY COMMISSION MAINE STATE HIGHWAY COMMISSION MAINE STATE HIGHWAY COMMISSION MAINE TURNPIKE COMMISSION	- 10 - - 1,823 1,833	- - 95 14 512 607	- - - - -	106 12 61 655 834	- -	- 1 -	- 76 - 12 88	- 4 -	106 12 81 61 682 942
MARYLAND	SUSQUEHANNA AND POTOMAC CHESAPEAKE BAY SANDY POINT-MATAPEAKE AND ROMANCOKE-CLABORNE TOTAL	BRIDGES BRIDGE BRIDGE TOTAL	MARYLAND STATE ROADS COMMISSION MARYLAND STATE ROADS COMMISSION MARYLAND STATE ROADS COMMISSION	580 1,947 2,527	603 125 728	11 1,357 1,368	1,260 269 1,527 2,828	362 37,219 -	- -	- -	2 - 1 3	1,635 37,488 2,719 41,842
MASSACHUSETTS	MYSTIC RIVER	BRIDGE	MYSTIC RIVER BRIDGE AUTHORITY	-	-	-	-	26,001	277	-	-	26,278
MICHIGAN	BLUE WATER INTERNATIONAL PACKING-ST. IGNACE TOTAL	BRIDGE • BRIDGE • TOTAL	MICHIGAN STATE BRIDGE COMMISSION MICHIGAN STATE HIGHWAY DEPARTMENT	51 183 234	44 - 44	- 553 553	444 1,045 1,489	- -	- -	4 -	5 2 7	453 1,600 2,053
MISSOURI	REGIONAL	BRIDGE •	REGIONAL BRIDGE COMPANY	10	8	16	125	-	-	-	-	141
NEW HAMPSHIRE	GENERAL JOHN SULLIVAN (DOVER POINT) HAMPDEN HARBOR MAINE-NEW HAMPSHIRE NEW HAMPSHIRE TURNPIKE TOTAL	BRIDGE BRIDGE BRIDGE ROAD TOTAL	NEW HAMPSHIRE TOLL BRIDGE COMMISSION NEW HAMPSHIRE TOLL BRIDGE COMMISSION MAINE-NEW HAMPSHIRE INTERSTATE BRIDGE COMMISSION NEW HAMPSHIRE HIGHWAY DEPARTMENT	4 117 7 54 80	117 176 6 54 347	- - - -	156 94 197 -	652 -	- -	- 41 41	1 -	156 747 238 1,141
NEW JERSEY	EASTON-PHILLIPSBURG	BRIDGE •	DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION	151	352	-	652	-	-	-	-	652

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE HIGHWAY FINANCE 1948

RECEIPTS FOR ROAD, BRIDGE, AND FERRY TOLL FACILITIES

TABLE SF-3B, 1948
SHEET 2 OF 2
ISSUED AUGUST 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	NAME OF FACILITY	TYPE 2/	OPERATING AUTHORITY	BALANCES ON JANUARY 1, 1948 3/		HIGHWAY- USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	EARNINGS OF SINKING FUND OR DEBT RESERVE	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
				RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE ETC.							
NEW YORK 10/	KINGSTON	BRIDGE	NEW YORK STATE BRIDGE AUTHORITY	1,118	206	137	1,157	-	-	-	-	1,294
	RIP VAN WINKLE	BRIDGE	NEW YORK STATE BRIDGE AUTHORITY	-	580	20	457	-	-	-	-	477
	MID HUDSON	BRIDGE	NEW YORK STATE BRIDGE AUTHORITY	-	46	1	209	-	-	-	-	210
	BEAR MOUNTAIN	BRIDGE	NEW YORK STATE BRIDGE AUTHORITY	-	95	-	356	-	-	-	1	357
	KINGSTON-ARINECLIFF	BRIDGE	NEW YORK STATE BRIDGE AUTHORITY	-	621	-	641	-	-	-	-	860
	SUBTOTAL	FERRY	NEW YORK STATE BRIDGE AUTHORITY	-	-	2	351	-	-	-	-	353
	NORTH AND SOUTH	BRIDGES	NIAGARA FRONTIER AUTHORITY	-	-	-	560	-	-	-	-	560
	ROUSE POINT AND CROWN POINT	BRIDGES	LAKE CHAMPLAIN BRIDGE COMMISSION	-	1,717	100	3,231	-	-	19	-	4,111
	THOUSAND ISLANDS	BRIDGES	THOUSAND ISLANDS BRIDGE AUTHORITY	-	-	-	-	-	-	-	-	-
	PEACE	BRIDGE	BUFFALO AND FT. ERIE PUBLIC BRIDGE AUTHORITY	-	-	-	-	-	-	-	-	-
OHIO	PEDERBROOK, LOOP, AND MANTACH CAUSEWAYS	ROAD	WHITEFACE MOUNTAIN HIGHWAY AUTHORITY	126	-	-	-	-	-	-	-	-
	TOTAL		JONES BEACH STATE PARKWAY AUTHORITY	1,369	1,717	-	-	-	-	-	-	-
	SANDUSKY BAY 11/	BRIDGE	STATE BRIDGE COMMISSION OF OHIO	-	23	-	358	-	-	-	-	358
	WHEELING 11/	BRIDGE	STATE BRIDGE COMMISSION OF OHIO	-	294	-	-	-	-	-	-	-
OREGON	ASTORIA-KEGLER	FERRY	STATE BRIDGE COMMISSION OF OHIO	-	100	-	-	-	-	-	-	-
	TOTAL		STATE BRIDGE COMMISSION OF OHIO	-	423	-	358	-	-	-	-	358
PENNSYLVANIA	PENNSYLVANIA TURNPIKE 12/	ROAD	OREGON STATE HIGHWAY COMMISSION	-	-	213	209	-	-	1	9	462
	DELAWARE RIVER	BRIDGE *	PENNSYLVANIA TURNPIKE COMMISSION	2,061	3,420	-	5,496	131,812	15	350	16	137,689
RHODE ISLAND	JAMESTOWN	BRIDGE	DELAWARE RIVER JOINT COMMISSION	4,540	999	-	4,593	-	15	280	114	4,982
	JAMESTOWN-NEWPORT 6/	FERRY	JAMESTOWN BRIDGE COMMISSION	6,701	4,419	-	10,089	131,812	30	610	130	142,671
TEXAS	GALVESTON-BOLIVAR	FERRY	JAMESTOWN BRIDGE COMMISSION	153	164	-	224	-	-	-	-	224
	TOTAL		TEXAS HIGHWAY DEPARTMENT	-	-	103	81	-	-	-	-	184
VIRGINIA	YORKTOWN	BRIDGE	VIRGINIA DEPARTMENT OF HIGHWAYS	-	-	65	-	-	-	-	-	65
	IRVINGTON-OREY'S POINT	FERRY	VIRGINIA DEPARTMENT OF HIGHWAYS	-	-	42	30	-	-	-	-	72
	JAMESTOWN	FERRY	VIRGINIA DEPARTMENT OF HIGHWAYS	-	-	4	44	-	-	-	-	48
	HOPKINSVILLE-CHARLES CITY	FERRY	VIRGINIA DEPARTMENT OF HIGHWAYS	-	-	27	17	-	-	-	-	44
WASHINGTON	CHESAPEAKE	FERRIES	VIRGINIA DEPARTMENT OF HIGHWAYS	-	-	-	1,246	-	-	9	2	1,257
	TOTAL		VIRGINIA DEPARTMENT OF HIGHWAYS	609	609	138	1,337	-	-	9	2	1,486
	TACOMA MARROWS	BRIDGE	WASHINGTON TOLL BRIDGE AUTHORITY	2	-	-	-	13,361	-	-	13/ 3	13,364
	LAKE WASHINGTON	BRIDGE	WASHINGTON TOLL BRIDGE AUTHORITY	97	1,413	103	1,205	-	25	-	-	1,393
WEST VIRGINIA	LOUISVILLE	BRIDGE	WASHINGTON TOLL BRIDGE AUTHORITY	1,364	15	-	375	-	-	-	-	375
	BRIDGEPORT	FERRIES	WASHINGTON DEPARTMENT OF HIGHWAYS	-	-	103	472	-	25	-	-	477
	SILVER	BRIDGE	WASHINGTON DEPARTMENT OF HIGHWAYS	1,463	1,428	-	2,057	13,361	-	-	3	15,519
	TOTAL		WASHINGTON DEPARTMENT OF HIGHWAYS	25	1,428	103	2,057	13,361	25	-	-	15,519
SUMMARY	STUEBENVILLE	BRIDGE	WEST VIRGINIA STATE ROAD COMMISSION	-	-	-	179	-	-	-	-	-
	BRIDGEPORT	BRIDGE	WEST VIRGINIA STATE ROAD COMMISSION	177	-	-	116	-	-	-	-	-
	SILVER	BRIDGE	WEST VIRGINIA STATE ROAD COMMISSION	-	-	-	526	-	-	4	-	-
	TOTAL		WEST VIRGINIA STATE ROAD COMMISSION	67	-	-	170	-	9	-	-	-
SUMMARY	TOTAL BRIDGE FACILITIES			818	-	-	991	-	-	-	-	-
	TOTAL ROAD FACILITIES			16,251	14,890	2,674	24,275	119,314	481	857	257	148,158
	TOTAL FERRY FACILITIES			8,708	4,504	866	8,173	131,812	15	624	73	141,563
	GRAND TOTAL			27,733	19,516	2,432	37,213	251,126	496	1,555	344	296,706

1/ SEE TABLES SF-1 AND 2 FOR GENERAL NOTE ON SF SERIES. TABLES SF-3B AND 4B ARE CONCERNED SOLELY WITH RECEIPTS AND DISBURSEMENTS FOR STATE AND QUASI-STATE TOLL FACILITIES, INCLUDING (A) THOSE OWNED OR OPERATED BY STATE HIGHWAY DEPARTMENTS, (B) THOSE THE TITLE OF WHICH WILL ULTIMATELY BE VESTED IN THE STATE, AND (C) MOST OF THE OTHER MAJOR FACILITIES THAT HAVE MORE THAN LOCAL IMPORTANCE. FORMER TOLL FACILITIES, NOW TOLL-FREE, ARE INCLUDED WHERE BONDED INDIVIDUALS ARE STILL OUTSTANDING. PRIVATELY-OWNED TOLL FACILITIES AND QUASI-PUBLIC FACILITIES PREPARED BY OR FOR COUNTIES, LOCAL ROAD AND BRIDGE DISTRICTS, AND MUNICIPALITIES HAVE BEEN OMITTED.

2/ INCLUDES REVENUES FROM AN ASTERISK ARE OPERATED BY INTERSTATE OR INTERNATIONAL AUTHORITIES.

3/ INCLUDES REVENUES FROM TOLL AUTHORITIES AS WELL AS STATE HIGHWAY DEPARTMENT FUNDS DEDICATED FOR TOLL FACILITY CONSTRUCTION MAINTENANCE AND OPERATION, OR DEBT SERVICE.

4/ HERRITT PARKWAY TOLLS (AFTER DEDUCTING AMOUNT REQUIRED FOR TOLL COLLECTION COSTS) ARE DEPOSITED IN THE WILBUR CROSS PARKWAY FUND.

5/ INCLUDES \$12,000 CONTRIBUTED BY ESCAMBIA COUNTY.

6/ INFORMATION NOT REPORTED.

7/ DECLARED FREE OF TOLLS JULY 31, 1948.

8/ INCOME FOR ROCKPORT BRIDGE INCLUDES UNSEGREGATED AMOUNT FOR CENTRAL BRIDGE.

9/ DECLARED FREE OF TOLLS NOVEMBER 11, 1948.

10/ DECLARED FACILITIES OF THE PORT OF NEW YORK AUTHORITY ARE EXCLUDED, SINCE NO SEGREGATION OF EXPENDITURES AND FUND BALANCES IS AVAILABLE. HIGHWAY TOLL REVENUES DURING 1948 TOTALLED \$26,755,000.

11/ THESE BRIDGES WERE PAID TOLL FREE AS FOLLOWS: SANDUSKY BAY BRIDGE, AUGUST 30, 1946; ROCKPORT-MASON BRIDGE, OCTOBER 31, 1946; STEUBENVILLE-MERTON BRIDGE, SEPTEMBER 11, 1947.

12/ INCLUDES REVENUES FOR THE EASTERN EXTENSION NOW UNDER CONSTRUCTION.

13/ FROM BUREAU OF PUBLIC ROADS.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE HIGHWAY FINANCE-1948

DISBURSEMENTS FOR ROAD, BRIDGE, AND FERRY TOLL FACILITIES 1/

TABLE SF-48, 1948
SHEET 1 OF 2
ISSUED AUGUST 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINIS- TRATION AND MISCELLANEOUS	INTEREST ON OBLIGA- TIONS	RETIRE- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPENDI- TURES	FUND TRANSFERS TO STATE 3/	TOTAL DISBURSE- MENTS	BALANCES ON	
										DECEMBER 31, 1948 1/	RESERVES FOR CONSTRUC- TION, OPERATION, ETC.
		1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS
CALIFORNIA	SAN FRANCISCO-OAKLAND BAY BRIDGE	702	1,136	503	842	7,328	10,511	-	10,511	1,159	7,050
CONNECTICUT	CHARTER OAK BRIDGE	7	145	56	68	161	437	159	596	645	-
	GROTON-NEW LONDON BRIDGE	8	112	11	73	220	424	-	424	901	-
	OLD LYME-OLD SAYBROOK BRIDGE	2,979	140	47	73	-	3,239	-	3,239	1,690	-
	PEREGRINE PARKWAY	63	169	-	62	1,000	1,294	-	1,294	-	568
	WILBUR CROSS PARKWAY	3,420	200	-	40	500	4,250	-	4,250	1,405	-
	ROCKY HILL-GLOSTERBURY AND CHESTER-HADLEY FERRIES	87	35	-	-	-	122	-	122	-	-
	TOTAL	6,564	891	114	316	1,881	9,766	159	9,925	4,641	568
DELAWARE	DELAWARE MEMORIAL BRIDGE	44	-	569	800	-	1,413	-	1,413	35,661	3,200
FLORIDA	OVERSEAS HIGHWAY	-	293	9	47	190	539	-	539	31	431
	SANTA ROSA ISLAND BRIDGE	66	-	46	40	-	152	-	152	1,383	-
	TOTAL	66	293	55	87	190	691	-	691	1,414	431
GEORGIA	STATE HIGHWAY AND LITTLE'S FERRIES 5/	-	-	-	-	-	-	-	-	-	-
ILLINOIS	MISSISSIPPI RIVER BRIDGE	-	35	12	37	250	334	-	334	79	217
KENTUCKY	ROCKPORT BRIDGE 6/	-	2/57	-	1	75	133	-	133	-	2
	CENTRAL BRIDGE	-	(77)	-	20	65	85	-	85	-	38
	OHIO RIVER BRIDGE 8/	-	17	-	11	332	394	-	394	-	196
	TOTAL	-	74	27	32	479	612	-	612	26	236
MAINE	WALDO-HANCOCK BRIDGE	-	29	-	4	30	63	-	63	-	202
	MAINE-KENNEBEC BRIDGE	-	22	-	-	-	22	-	22	-	-
	CARLTON BRIDGE	-	-	-	33	16	49	-	49	-	127
	DEER ISLE-SEGOCHICK BRIDGE	-	23	-	16	14	53	-	53	-	48
	MAINE TURNPIKE	1,576	220	55	514	-	2,365	26	2,391	262	365
	TOTAL	1,576	294	55	567	60	2,552	26	2,578	262	742
MARYLAND	SUSQUEHANNA AND POTOMAC BRIDGES	-	303	74	34	1,974	2,385	204	2,589	229	-
	CHESAPEAKE BAY BRIDGE	877	-	-	133	2,276	4,545	-	1,010	33,129	3,349
	SANDY POINT-NATAPEAKE AND ROMANDONE-CLAIBORNE FERRIES	1,105	984	150	30	-	4,545	-	246	246	-
	TOTAL	1,982	1,287	224	197	4,250	7,940	204	8,144	33,604	3,349
MASSACHUSETTS	MYSTIC RIVER BRIDGE	3,620	-	110	931	-	4,661	-	4,661	20,453	1,164
MICHIGAN	BLUE WATER INTERNATIONAL BRIDGE	-	158	28	36	224	446	-	446	61	41
	PACKINAC-ST. IGNACE FERRY	-	1,679	49	-	-	1,728	-	1,728	55	-
	TOTAL	-	1,837	77	36	224	2,174	-	2,174	116	41
MISSOURI	REGIONAL BRIDGE	-	16	-	6	122	144	-	144	11	4
NEW HAMPSHIRE	GENERAL JOHN SULLIVAN BRIDGE (DOVER POINT)	-	30	-	2	75	107	-	107	36	134
	HAMPTON HARBOR BRIDGE	607	-	-	10	25	668	-	668	214	47
	MAINE-NEW HAMPSHIRE INTERSTATE BRIDGE	-	94	-	51	64	209	-	209	80	73
	NEW HAMPSHIRE TURNPIKE	586	-	-	-	-	586	-	586	-	-
	TOTAL	1,193	150	-	63	164	1,570	-	1,570	423	421
NEW JERSEY	EASTON-PHILLIPSBURG BRIDGE	80	101	61	22	335	599	-	599	187	369

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE HIGHWAY FINANCE-1948

DISBURSEMENTS FOR ROAD, BRIDGE, AND FERRY TOLL FACILITIES 1/

TABLE SF-48, 1948
SHEET 2 OF 2
ISSUED AUGUST 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE OPERATION 2/	ADMINISTRATION AND MISCELLANEOUS	INTEREST ON OBLIGATIONS	RETIREMENT OF OBLIGATIONS	SUBTOTAL, DIRECT EXPENDITURES	FUND TRANSFERS TO STATE 3/	TOTAL DISBURSEMENTS	BALANCES ON DECEMBER 31, 1948 4/	
										RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
NEW YORK 2/	KINGSTON BRIDGE	-	-	24	-	-	-	-	-	-	-
	RIP VAN WINKLE BRIDGE	-	-	-	-	-	-	-	-	-	-
	MID-HUDSON BRIDGE	-	-	-	-	-	-	-	-	-	-
	BEAR MOUNTAIN BRIDGE	-	-	-	-	-	-	-	-	-	-
	KINGSTON-RHINECLIFF FERRY	-	-	-	-	-	-	-	-	-	-
	SUBTOTAL	-	441	122	6	-	569	-	569	1,843	206
	NORTH AND SOUTH BRIDGES	1	133	-	85	130	349	-	349	23	687
	ROUSE POINT AND CROWN POINT BRIDGES	-	54	-	22	139	215	-	215	-	41
	THOUSAND ISLANDS BRIDGE	-	118	-	142	64	324	-	324	95	297
	PEACE BRIDGE	-	248	-	28	283	559	-	559	-	922
OHIO	VETERANS MEMORIAL HIGHWAY	8	205	-	38	-	251	-	251	130	-
	MEADOWBROOK, LOOP, AND VANTAGH CAUSEWAYS	-	297	-	257	-	554	-	554	132	-
	TOTAL	9	1,496	122	578	616	2,821	-	2,821	2,223	2,153
OHIO	SANDUSKY BAY BRIDGE 10/	-	-	-	-	-	-	23	23	-	-
	EAST LIVERPOOL-CHESTER BRIDGE	-	76	14	16	400	506	-	506	-	146
	STUEBENVILLE-WEIRTON BRIDGE 10/	-	5	3	2	90	100	-	100	-	-
	POWEROY-MASON BRIDGE 10/	-	-	17	-	430	605	-	605	-	146
OREGON	TOTAL	-	81	-	-	-	-	-	-	-	-
	ASTORIA-MEGLER FERRY	225	237	-	-	-	462	-	462	-	-
PENNSYLVANIA	PENNSYLVANIA TURNPIKE 11/	1,647	1,026	373	2,852	-	5,898	-	5,898	771,942	59,310
	DELAWARE RIVER BRIDGE	153	926	95	206	1,700	3,470	-	3,470	5,571	1,580
	TOTAL	2,100	1,952	468	3,118	1,700	9,368	-	9,368	83,513	60,890
RHODE ISLAND	JACKSON BRIDGE	-	83	-	73	-	181	-	181	167	139
	JACKSON-NEWPORT FERRY 5/	-	-	-	-	-	-	-	-	-	-
TEXAS	CALVESTON-BOLIVAR FERRY	-	184	-	-	-	184	-	184	-	-
	YORKTOWN BRIDGE	65	-	-	-	-	65	-	65	-	-
VIRGINIA	IRVINGTON-BREYTS POINT FERRY	-	72	-	-	-	72	-	72	-	-
	JACKSON FERRY	-	48	-	-	-	48	-	48	-	-
	HOPKELL-CHARLES CITY FERRY	-	44	-	-	-	44	-	44	-	-
	CHESAPEAKE FERRIES	2,692	1,501	-	-	-	4,193	-	4,193	-	-
	TOTAL	2,758	1,665	-	-	-	4,423	-	4,423	-	-
WASHINGTON	TACOMA NARROWS BRIDGE	636	-	157	289	-	1,082	-	1,082	11,238	1,046
	LAKE WASHINGTON BRIDGE	-	102	-	37	1,221	1,360	-	1,360	99	1,584
	LONGVIEW BRIDGE	22	33	41	127	-	223	-	223	1,313	218
	SIXTH AVENUE-POINT FOSDICK FERRIES	90	242	-	-	-	332	-	332	477	-
	TOTAL	748	384	198	453	1,221	3,004	-	3,004	12,650	2,848
WEST VIRGINIA	STUEBENVILLE BRIDGE	-	28	-	-	-	-	-	-	73	-
	AETNAVILLE BRIDGE	-	25	-	-	-	-	-	-	423	-
	BRIDGEPORT BRIDGE	-	112	-	-	-	-	-	-	122	-
	SILVER BRIDGE	-	23	-	-	-	-	-	-	618	-
SUMMARY	TOTAL BRIDGE FACILITIES	10,167	5,144	2,010	4,498	15,924	37,753	392	38,145	116,775	24,379
	TOTAL ROAD FACILITIES	7,300	3,763	428	3,763	1,500	15,198	26	15,224	79,305	60,243
	TOTAL FERRY FACILITIES	21,667	5,093	190	30	19,710	64,689	149	64,838	194,096	81,622
GRAND TOTAL		39,134	13,999	2,628	8,291	37,134	117,540	541	118,081	410,871	146,245

1/ SEE TABLES SF-1 AND 2 FOR GENERAL NOTE ON SF SERIES. TABLES SF-38 AND 48 ARE CONCERNED SOLELY WITH RECEIPTS AND DISBURSEMENTS FOR STATE AND QUASI-STATE TOLL FACILITIES, INCLUDING (A) THOSE OWNED OR OPERATED BY STATE HIGHWAY DEPARTMENTS, (B) THOSE THE TITLE OF WHICH WILL ULTIMATELY BE VESTED IN THE STATE, AND (C) MOST OF THE OTHER MAJOR FACILITIES THAT HAVE MORE THAN LOCAL IMPORTANCE. FORMER TOLL FACILITIES, NON TOLL-FREE, ARE INCLUDED WHERE BONDED INDEBTEDNESS IS STILL OUTSTANDING. PRIVATELY-OWNED TOLL FACILITIES AND QUASI-PUBLIC FACILITIES OPERATED BY OR FOR COUNTIES, LOCAL ROAD AND BRIDGE DISTRICTS, AND MUNICIPALITIES HAVE BEEN OMITTED.

2/ INCLUDES COSTS OF TOLL COLLECTION.

3/ INCLUDES REPAYMENT OF FUNDS ADVANCED BY STATE HIGHWAY DEPARTMENT OR BY OTHER STATE AGENCIES.

4/ INCLUDES FUNDS OF SPECIAL TOLL AUTHORITIES AS WELL AS STATE HIGHWAY DEPARTMENT FUNDS

5/ INFORMATION NOT REPORTED.

6/ DECLARED FREE OF TOLLS JULY 31, 1948

7/ EXPENDITURES FOR ROCKPORT BRIDGE INCLUDE UNSEPARATED AMOUNT FOR CENTRAL BRIDGE.

8/ DECLARED FREE OF TOLLS NOVEMBER 11, 1948.

9/ HIGHWAY FACILITIES OF THE PORT OF NEW YORK AUTHORITY ARE EXCLUDED, SINCE NO SEGREGATION OF EXPENDITURES AND FUND BALANCES IS AVAILABLE. HIGHWAY TOLL REVENUES DURING 1948

TOTALLED \$25,755,000.

10/ THESE BRIDGES WERE MADE TOLL FREE AS FOLLOWS: SANDUSKY BAY BRIDGE, AUGUST 30, 1946; POWEROY-MASON BRIDGE, OCTOBER 31, 1946; STUEBENVILLE-WEIRTON BRIDGE, SEPTEMBER 11, 1947.

11/ INCLUDES EXPENDITURES FOR THE EASTERN EXTENSION NOW UNDER CONSTRUCTION.

STATE RECEIPTS APPLICABLE TO LOCAL ROADS AND STREETS														TABLE SF-5, 1948 ISSUED AUGUST 1949			
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS																	
STATE HIGHWAY FINANCE-1948																	
COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES																	
STATE	BALANCES ON JANUARY 1, 1948				RECEIPTS FROM CURRENT STATE IMPOSTS				OTHER RECEIPTS				TOTAL RECEIPTS	STATE			
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUE			PROPERTY TAXES	APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS	TOTAL	FEDERAL FUNDS OF PUBLIC ROADS	FUNDS TRANSFERRED FROM LOCAL GOVERNMENTS			EARNINGS OF SINKING FUND OR DEBT RESERVE	MISCELLANEOUS RECEIPTS	
				MOTOR-FUEL TAXES	MOTOR-VEHICLE REGISTRATION FEES, ETC.	MOTOR-CARRIER TAXES						TOTAL					FROM COUNTIES, TOWNS, SHIPS, ETC.
ALABAMA	6,283	-	6,283	17,762	724	15	18,531	-	-	-	18,531	1,762	-	-	-	1,762	20,293
ARIZONA	362	-	362	2,807	-	-	2,807	-	-	-	2,807	1,109	508	-	-	1,617	4,424
ARKANSAS	183	9	192	4,206	1,056	-	5,262	-	-	105	5,367	245	-	-	-	5,612	5,857
CALIFORNIA	25,448	-	25,448	62,682	1,313	-	64,037	-	(3/)	-	64,037	3,535	91	-	-	3,626	67,663
COLORADO	730	-	730	6,366	1,589	-	8,453	-	-	-	8,453	39	-	-	-	39	8,492
CONNECTICUT	8,591	-	8,591	4,971	2,353	-	7,713	-	-	-	7,713	-	-	-	-	-	7,713
DELAWARE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FLORIDA	-	-	-	9,820	-	-	9,820	-	-	-	10,352	-	55	-	-	58	10,410
GEORGIA	-	-	-	7,707	852	-	8,566	-	-	-	8,566	1,149	-	-	-	1,149	9,715
IDAHO	300	-	300	2,336	1,828	11	4,175	-	-	-	4,175	709	-	-	-	782	4,957
ILLINOIS	48,795	-	48,795	36,253	4,007	-	40,260	-	-	-	50,448	4,816	-	-	-	7,019	57,467
INDIANA	-	-	-	13,241	5,277	44	18,662	-	-	5,000	23,862	163	164	-	-	327	24,189
IOWA	7,656	-	7,656	17,655	5,762	-	23,716	-	-	-	23,716	1,895	-	-	-	1,895	25,611
KANSAS	900	-	900	5,492	859	188	6,539	-	-	-	6,539	2,886	-	3	-	2,892	9,381
KENTUCKY	2,744	-	2,744	4,026	2,449	142	6,619	-	-	-	6,619	6,619	-	-	-	6,619	13,238
LOUISIANA	241	-	241	7,416	159	-	7,575	-	(3/)	-	7,575	-	-	-	-	-	7,575
MAINE	779	-	779	772	330	-	1,102	-	-	-	1,102	-	-	-	-	-	1,102
MARYLAND	3,966	-	3,966	9,146	4,939	-	14,085	-	-	-	14,085	915	169	-	-	1,782	15,867
MASSACHUSETTS	2,292	-	2,292	3,817	1,151	-	4,968	-	-	-	4,968	1,358	905	-	-	2,263	6,531
MICHIGAN	-	-	-	8,025	30,896	-	38,921	-	-	5,000	43,921	1,926	-	-	-	2,263	46,184
MINNESOTA	6,262	-	6,262	8,527	4,467	-	13,527	-	-	-	13,527	1,522	-	-	11	3,682	17,209
MISSISSIPPI	1,517	-	1,517	10,298	5	-	10,303	-	-	62	10,365	1,522	-	-	-	2,304	22,000
MISSOURI	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,474
MONTANA	-	-	-	-	-	-	1,818	-	-	-	1,818	-	-	-	-	-	1,818
NEBRASKA	-	-	-	8,953	2,721	-	11,674	-	-	-	11,674	-	-	-	-	-	11,674
NEVADA	-	-	-	545	261	-	806	-	-	-	806	-	-	-	-	-	806
NEW HAMPSHIRE	-	-	-	8,213	7,993	-	16,206	-	-	-	16,206	1,038	-	-	-	161	17,244
NEW JERSEY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NEW MEXICO	297	-	297	11,230	772	-	12,002	-	-	-	12,002	-	-	-	-	-	12,002
NORTH CAROLINA	298	-	298	1,867	1,640	-	3,507	-	-	55	3,562	516	-	-	-	859	4,078
NORTH DAKOTA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OHIO	6,398	-	6,398	27,787	28,726	223	56,796	-	-	-	56,796	1,056	746	-	-	1,802	58,538
OKLAHOMA	1,177	-	1,177	1,177	4,353	432	6,662	-	-	-	7,194	2,687	-	-	-	2,497	26,533
OREGON	3,916	-	3,916	6,366	1,296	1,238	8,910	-	-	-	8,910	1,717	-	-	-	9,627	20,537
PENNSYLVANIA	901	-	901	15,865	3,928	-	19,793	-	-	-	19,793	94	-	-	-	94	19,887
RHODE ISLAND	-	-	-	28	18	-	46	-	-	-	46	-	-	-	-	-	46
SOUTH CAROLINA	-	-	-	3,652	1,819	-	5,471	-	-	-	5,471	1,268	-	-	-	-	6,739
SOUTH DAKOTA	-	-	-	932	805	-	1,737	-	-	-	1,737	-	-	-	-	-	1,737
TENNESSEE	19	-	19	12,102	-	-	12,102	-	-	-	12,102	1,984	-	-	-	1,984	14,086
TEXAS	-	-	-	5,200	17,218	-	22,418	-	-	-	22,418	60	-	-	-	-	22,478
UTAH	43	-	43	1,113	6	-	1,119	-	-	-	1,119	1,588	-	-	-	1,507	2,707
VERMONT	1,271	-	1,271	1,765	1,567	2	3,332	-	-	-	3,332	415	-	-	-	3,747	5,079
VIRGINIA	-	-	-	626	37	-	663	-	-	-	663	-	-	-	-	-	663
WASHINGTON	91	-	91	15,741	385	-	16,126	-	-	-	16,126	1,613	-	-	-	2,207	18,333
WEST VIRGINIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WISCONSIN	616	-	616	9,948	5,741	870	16,559	-	-	-	16,559	1,105	-	-	-	3,153	19,712
WYOMING	-	-	-	72	57	-	129	-	-	-	129	-	-	-	-	-	129
DISTRICT OF COLUMBIA	4,365	-	4,365	6,514	1,890	-	8,404	-	-	-	8,404	3,527	-	-	-	69	12,217
TOTAL	150,684	1,008	151,692	399,469	106,093	5,311	570,867	217	28,191	7,311	606,586	140,050	13,707	1,142	80	54,991	661,577

1/ SEE TABLES SF-1 AND 2 FOR GENERAL NOTE ON SF SERIES. TABLES SF-5 AND 6 ARE CONCERNED SOLELY WITH STATE RECEIPTS AND ARE NOT APPLICABLE TO COUNTY AND OTHER LOCAL ROADS AND STREETS NOT UNDER STATE CONTROL.

2/ MISCELLANEOUS RECEIPTS ARE THE GROSS YEARLY CLOSING BALANCES WERE THE RESULT OF ACCOUNTING ADJUSTMENTS. INCLUSION OF FUNDS NOT PREVIOUSLY REPORTED, ETC.

3/ FOR THIS ANALYSIS, GROSS NONHIGHWAY REVENUES WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR LOCAL ROADS AND STREETS OUT OF STATE GENERAL FUNDS: CALIFORNIA \$705,000; ILLINOIS \$2,462,000; LOUISIANA \$2,283,000; WASHINGTON \$261,000.

4/ THE ENTRIES IN THESE COLUMNS ARE IDENTICAL WITH THE TOTAL FOR LOCAL ROADS AND STREETS ON TABLES G-3, H-3, K-2, AND D7, RESPECTIVELY. SEVERANCE TAX: INDIANA, TAX ON CIGARETTES; MISSOURI, TAX ON PRIVATE CAR (RAILROAD) COMPANIES; NORTH DAKOTA, USE (SALES) TAX ON MOTOR VEHICLES PURCHASED OUT OF STATE; OKLAHOMA, SEVERANCE TAX.

5/ COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA.

LOUISIANA \$2,263,000; WASHINGTON \$261,000.

3/ THE ENTRIES IN THESE COLUMNS ARE IDENTICAL WITH THE TOTAL FOR LOCAL ROADS AND STREETS ON TABLES G-3, H-3, I-3, J-3, K-3, L-3, M-3, N-3, O-3, P-3, Q-3, R-3, S-3, T-3, U-3, V-3, W-3, X-3, Y-3, Z-3, AND OF, RESPECTIVELY.

4/ THE ENTRIES IN THESE COLUMNS ARE IDENTICAL WITH THE TOTAL FOR LOCAL ROADS AND STREETS ON TABLES G-3, H-3, I-3, J-3, K-3, L-3, M-3, N-3, O-3, P-3, Q-3, R-3, S-3, T-3, U-3, V-3, W-3, X-3, Y-3, Z-3, AND OF, RESPECTIVELY.

5/ THE ENTRIES IN THESE COLUMNS ARE IDENTICAL WITH THE TOTAL FOR LOCAL ROADS AND STREETS ON TABLES G-3, H-3, I-3, J-3, K-3, L-3, M-3, N-3, O-3, P-3, Q-3, R-3, S-3, T-3, U-3, V-3, W-3, X-3, Y-3, Z-3, AND OF, RESPECTIVELY.

6/ THE ENTRIES IN THESE COLUMNS ARE IDENTICAL WITH THE TOTAL FOR LOCAL ROADS AND STREETS ON TABLES G-3, H-3, I-3, J-3, K-3, L-3, M-3, N-3, O-3, P-3, Q-3, R-3, S-3, T-3, U-3, V-3, W-3, X-3, Y-3, Z-3, AND OF, RESPECTIVELY.

7/ THE ENTRIES IN THESE COLUMNS ARE IDENTICAL WITH THE TOTAL FOR LOCAL ROADS AND STREETS ON TABLES G-3, H-3, I-3, J-3, K-3, L-3, M-3, N-3, O-3, P-3, Q-3, R-3, S-3, T-3, U-3, V-3, W-3, X-3, Y-3, Z-3, AND OF, RESPECTIVELY.

8/ THE ENTRIES IN THESE COLUMNS ARE IDENTICAL WITH THE TOTAL FOR LOCAL ROADS AND STREETS ON TABLES G-3, H-3, I-3, J-3, K-3, L-3, M-3, N-3, O-3, P-3, Q-3, R-3, S-3, T-3, U-3, V-3, W-3, X-3, Y-3, Z-3, AND OF, RESPECTIVELY.

9/ THE ENTRIES IN THESE COLUMNS ARE IDENTICAL WITH THE TOTAL FOR LOCAL ROADS AND STREETS ON TABLES G-3, H-3, I-3, J-3, K-3, L-3, M-3, N-3, O-3, P-3, Q-3, R-3, S-3, T-3, U-3, V-3, W-3, X-3, Y-3, Z-3, AND OF, RESPECTIVELY.

10/ THE ENTRIES IN THESE COLUMNS ARE IDENTICAL WITH THE TOTAL FOR LOCAL ROADS AND STREETS ON TABLES G-3, H-3, I-3, J-3, K-3, L-3, M-3, N-3, O-3, P-3, Q-3, R-3, S-3, T-3, U-3, V-3, W-3, X-3, Y-3, Z-3, AND OF, RESPECTIVELY.

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS														
STATE HIGHWAY FINANCE-1948														
STATE EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS 1/														
COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES														
STATE	COUNTY AND OTHER LOCAL ROADS					CITY STREETS 2/					SERVICE OF OBLIGATIONS FOR LOCAL ROADS			
	OBJECT EXPENDITURES BY STATE 3/					DIRECT EXPENDITURES BY STATE					STATE ISSUES FOR COUNTY AND OTHER LOCAL ROADS			
	CON- STRUC- TION 1/	MAINTENANCE 2/	ADMINIS- TRATION AND OTHER	TOTAL	FUND TRANSFERS TO COUNTIES, TOWNSHIPS, ETC. 1/	CON- STRUC- TION 1/	MAINTENANCE 2/	ADMINIS- TRATION AND OTHER	TOTAL	FUND TRANSFERS TO CITIES 2/	INTEREST	RETIRE- MENT	TOTAL	FUND TRANSFERS ON LOCAL BONDS 2/
ALABAMA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
ARIZONA	5,016	-	-	5,016	15,440	20,456	-	-	20,456	446	-	-	446	15,886
ARKANSAS	1,712	-	-	1,712	1,896	3,608	-	-	3,608	911	-	-	911	2,519
CALIFORNIA	4,590	-	-	4,590	4,558	5,018	-	-	5,018	170	-	-	170	4,848
COLORADO	6,390	-	-	6,390	47,716	54,106	-	-	54,106	18,953	-	-	18,953	66,059
CONNECTICUT	10	-	-	10	7,441	7,451	-	-	7,451	1,105	-	-	1,105	8,556
DELAWARE	383	-	-	383	6,162	6,545	-	-	6,545	1,575	-	-	1,575	8,120
FLORIDA	1,194	-	-	1,194	712	1,906	-	-	1,906	-	-	-	-	7,984
GEORGIA	4,546	-	-	4,546	4,817	9,363	-	-	9,363	352	-	-	352	4,915
IDaho	1,470	-	-	1,470	3,282	4,752	-	-	4,752	61	-	-	61	4,813
ILLINOIS	10,424	-	-	10,424	30,129	40,553	-	-	40,553	16,315	-	-	16,315	56,868
INDIANA	327	-	-	327	18,255	18,582	-	-	18,582	5,607	-	-	5,607	19,189
IOWA	7,911	-	-	7,911	11,966	19,877	-	-	19,877	2,428	-	-	2,428	22,305
KANSAS	5,774	-	-	5,774	3,578	9,352	-	-	9,352	22	-	-	22	9,374
KENTUCKY	1,470	-	-	1,470	1,262	2,732	-	-	2,732	59	-	-	59	2,791
LOUISIANA	1,205	-	-	1,205	5,259	6,464	-	-	6,464	1,049	-	-	1,049	7,513
MAINE	532	-	-	532	567	1,099	-	-	1,099	110	-	-	110	1,209
MARYLAND	1,013	-	-	1,013	3,301	4,314	-	-	4,314	9,014	-	-	9,014	10,027
MASSACHUSETTS	3,213	-	-	3,213	5,335	8,548	-	-	8,548	22	-	-	22	8,570
MICHIGAN	1,470	-	-	1,470	3,282	4,752	-	-	4,752	169	-	-	169	4,921
MINNESOTA	3,705	-	-	3,705	8,589	12,294	-	-	12,294	18	-	-	18	12,312
MISSISSIPPI	4,004	-	-	4,004	18,046	22,050	-	-	22,050	1	-	-	1	18,051
MISSOURI	1,111	-	-	1,111	1,418	2,529	-	-	2,529	42	-	-	42	2,571
MONTANA	-	-	-	-	1,776	1,776	-	-	1,776	-	-	-	-	1,776
NEBRASKA	-	-	-	-	10,904	10,904	-	-	10,904	770	-	-	770	11,674
NEVADA	602	-	-	602	94	696	-	-	696	6	-	-	6	702
NEW HAMPSHIRE	773	-	-	773	23,335	24,108	-	-	24,108	3,089	-	-	3,089	27,197
NEW JERSEY	1,553	-	-	1,553	2,869	4,422	-	-	4,422	859	-	-	859	5,281
NEW YORK	-	-	-	-	23,335	23,335	-	-	23,335	-	-	-	-	23,335
NORTH CAROLINA	-	-	-	-	1,053	1,053	-	-	1,053	-	-	-	-	1,053
NORTH DAKOTA	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OHIO	2,412	-	-	2,412	38,204	40,616	-	-	40,616	16,210	-	-	16,210	56,826
OKLAHOMA	5,604	-	-	5,604	12,187	17,791	-	-	17,791	2,154	-	-	2,154	19,945
OREGON	1,257	-	-	1,257	5,079	6,336	-	-	6,336	404	-	-	404	6,740
PENNSYLVANIA	94	-	-	94	12,386	12,480	-	-	12,480	6,434	-	-	6,434	18,914
RHODE ISLAND	-	-	-	-	46	46	-	-	46	-	-	-	-	46
SOUTH CAROLINA	1,119	-	-	1,119	3,652	4,771	-	-	4,771	-	-	-	-	4,771
SOUTH DAKOTA	4,420	-	-	4,420	2,076	6,496	-	-	6,496	61	-	-	61	6,557
TENNESSEE	-	-	-	-	4,502	4,502	-	-	4,502	-	-	-	-	4,502
TEXAS	127	-	-	127	18,997	19,124	-	-	19,124	3	-	-	3	19,127
UTAH	555	-	-	555	892	1,447	-	-	1,447	188	-	-	188	1,635
VERMONT	-	-	-	-	2,946	2,946	-	-	2,946	-	-	-	-	2,946
VIRGINIA	-	-	-	-	789	789	-	-	789	-	-	-	-	789
WASHINGTON	2,299	-	-	2,299	11,506	13,805	-	-	13,805	58	-	-	58	13,863
WEST VIRGINIA	2,282	-	-	2,282	12,655	14,937	-	-	14,937	308	-	-	308	15,245
WISCONSIN	559	-	-	559	2,656	3,215	-	-	3,215	1,601	-	-	1,601	4,816
WYOMING	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DISTRICT OF COLUMBIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	89,975	7,240	1,072	98,287	412,337	511,724	2,260	2,103	513,827	109,158	138	904	110,062	623,889

1/ SEE TABLES SP-1 AND 2 FOR GENERAL NOTE ON SF SERIES. TABLES SP-5 AND 6 ARE CONCERNED SOLELY WITH STATE RECEIPTS AND DISBURSEMENTS APPLICABLE TO COUNTY AND OTHER LOCAL ROADS AND STREETS, NOT UNDER STATE CONTROL.

2/ INCLUDES EXPENDITURES ON FEDERAL-aid SECONDARY PROJECTS THAT ARE LOCATED OFF THE STATE SYSTEMS.

3/ IN MANY STATES, THE "FUND TRANSFERS TO COUNTIES, TOWNSHIPS, ETC." MAY ULTIMATELY HAVE BEEN USED IN PART FOR CITY STREETS OR SERVICE OF LOCAL ROAD BONDS.

4/ INCLUDES EXPENDITURES ON FEDERAL-aid SECONDARY PROJECTS THAT ARE LOCATED OFF THE STATE SYSTEMS.

5/ IN MANY STATES, THE "FUND TRANSFERS TO COUNTIES, TOWNSHIPS, ETC." MAY ULTIMATELY HAVE BEEN USED IN PART FOR CITY STREETS OR SERVICE OF LOCAL ROAD BONDS.

6/ INCLUDES EXPENDITURES ON FEDERAL-aid SECONDARY PROJECTS THAT ARE LOCATED OFF THE STATE SYSTEMS.

7/ INCLUDES EXPENDITURES ON FEDERAL-aid SECONDARY PROJECTS THAT ARE LOCATED OFF THE STATE SYSTEMS.

8/ INCLUDES EXPENDITURES ON FEDERAL-aid SECONDARY PROJECTS THAT ARE LOCATED OFF THE STATE SYSTEMS.

9/ INCLUDES EXPENDITURES ON FEDERAL-aid SECONDARY PROJECTS THAT ARE LOCATED OFF THE STATE SYSTEMS.

10/ INCLUDES EXPENDITURES ON FEDERAL-aid SECONDARY PROJECTS THAT ARE LOCATED OFF THE STATE SYSTEMS.

11/ INCLUDES EXPENDITURES ON FEDERAL-aid SECONDARY PROJECTS THAT ARE LOCATED OFF THE STATE SYSTEMS.

12/ INCLUDES EXPENDITURES ON FEDERAL-aid SECONDARY PROJECTS THAT ARE LOCATED OFF THE STATE SYSTEMS.

STATE HIGHWAY FINANCE-1948

YABLE SF-9, 1948
ISSUED AUGUST 1949

COMPILED FOR CALENDAR YEAR FROM RECORDS OF STATE AUTHORITIES

[illegible]

1/ SEE TABLES SF-1 AND 2 FOR GENERAL NOTE ON SF SERIES. TABLES SF-3 AND 4 TO ARE CONCERNED SOLELY WITH RECEIPTS AND DISBURSEMENTS FOR THE COLLECTION AND ADMINISTRATION OF STATE HIGHWAY-USER REVENUES.

2/ THESE COLUMNS INDICATE THE SOURCE OF FUNDS ALLOCATED, AND NOT NECESSARILY THE OBJECT OF EXPENDITURE (E.G., MOTOR-FUEL TAX COLLECTION COSTS WERE PAID FROM MOTOR-FUEL INSPECTION FEES IN FLORIDA AND FROM MOTOR-VEHICLE REVENUES IN NEW YORK).

3/ IN MANY STATES COUNTY OR OTHER LOCAL OFFICIALS ARE ALLOWED SERVICE CHARGES FOR ISSUING REGISTRATIONS, OPERATORS LICENSES, ETC. IN SOME STATES THE AMOUNTS ALLOWED ARE IN ADDITION TO THE STATE FEES, AND ARE NOT ENTERED IN STATE RECORDS.

IN SUCH CASES, THE AMOUNTS REPORTED WERE ESTIMATED BY STATE AUTHORITIES.

IN SOME STATES ALLOCATIONS OF OPERATORS AND CHAUFFEURS LICENSE FEES FOR COLLECTION AND ADMINISTRATION WERE INCLUDED IN SOME STATES THE AMOUNTS ALLOWED ARE IN ADDITION TO THE STATE FEES AND ARE NOT ENTERED IN STATE RECORDS, LICENSES, ETC.

WITH ALLOCATIONS OF GENERAL MOTOR-VEHICLE REGISTRATION FEES, AND WERE NOT REPORTED SEPARATELY.

DISBURSEMENTS FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES

TABLE SF-12, 1948
ISSUED AUGUST 1949

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE HIGHWAY FINANCE-1948

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES			LOCAL SERVICE CHARGES 2/			STATE EXPENDITURES 3/			COLLECTION AND ADMINISTRATIVE MOTOR-CARRIER TAXES	TOTAL DISBURSEMENTS 4/	FUND BALANCES DECEMBER 31, 1948				STATE
	COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES	INSPECTING MOTOR-FUEL DEALERS, ETC.	TOTAL	REGISTRATION FEES, ETC.	OPERATORS AND CHAUFFEURS LICENSES	TOTAL	REGISTRATION FEES, ETC.	OPERATORS AND CHAUFFEURS LICENSES	TOTAL			MOTOR-FUEL TAX ADMINISTRATION FUNDS	MOTOR-VEHICLE ADMINISTRATION FUNDS	MOTOR-CARRIER ADMINISTRATION FUNDS	TOTAL	
ALABAMA	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	ALABAMA	
ARIZONA	35	119	154	472	11	483	244	-	244	727	114	995	-	-	ARIZONA	
ARKANSAS	597	-	602	117	-	117	358	-	358	475	6	798	-	-	ARKANSAS	
CALIFORNIA	554	5	554	-	-	-	8,457	-	8,457	8,457	1,319	10,350	-	934	CALIFORNIA	
COLORADO	173	-	173	468	-	468	472	-	472	940	204	1,317	-	-	COLORADO	
CONNECTICUT	17	-	17	-	-	-	1,414	-	1,414	1,414	96	1,517	-	-	CONNECTICUT	
DELAWARE	47	242	289	-	179	393	227	-	227	227	138	238	-	-	DELAWARE	
FLORIDA	47	-	47	-	-	-	1,616	-	1,616	2,695	79	2,552	38	98	FLORIDA	
GEORGIA	149	59	208	-	-	-	534	253	786	786	79	1,073	-	18	GEORGIA	
IDAHO	25	25	50	-	-	-	92	-	92	92	41	158	-	-	IDAHO	
ILLINOIS	266	452	718	-	-	-	3,139	705	3,844	3,844	125	4,582	-	-	ILLINOIS	
INDIANA	82	131	213	550	-	550	1,506	26	1,532	2,082	125	2,420	-	-	INDIANA	
IOWA	188	28	216	-	603	609	436	247	683	1,292	91	1,599	24	-	IOWA	
KANSAS	623	147	770	239	-	239	200	317	517	727	125	1,599	-	-	KANSAS	
KENTUCKY	60	60	120	517	122	639	215	82	297	536	43	1,121	-	-	KENTUCKY	
LOUISIANA	122	138	260	-	-	-	263	350	613	613	43	1,916	-	-	LOUISIANA	
MAINE	43	-	43	-	-	-	345	-	345	345	37	425	-	-	MAINE	
MARYLAND	53	-	53	-	-	-	905	-	905	905	95	958	-	18	MARYLAND	
MASSACHUSETTS	33	45	78	-	-	78	2,622	-	2,622	2,622	287	2,795	45	-	MASSACHUSETTS	
MICHIGAN	365	3	368	-	313	313	2,225	356	2,581	2,581	-	3,249	-	623	MICHIGAN	
MINNESOTA	116	109	225	-	52	52	1,070	389	1,459	1,511	61	1,827	71	218	MINNESOTA	
MISSISSIPPI	56	14	70	180	-	180	316	75	391	571	85	1,162	-	-	MISSISSIPPI	
MISSOURI	50	97	147	-	-	-	760	-	760	760	113	1,030	-	-	MISSOURI	
MONTANA	59	6	65	-	-	-	107	-	107	167	88	350	-	73	MONTANA	
NEBRASKA	171	-	171	152	3	155	262	55	317	472	53	626	335	96	NEBRASKA	
NEVADA	19	33	52	16	-	16	57	58	115	131	63	246	25	-	NEVADA	
NEW HAMPSHIRE	16	-	16	-	-	-	266	-	266	266	7	289	-	-	NEW HAMPSHIRE	
NEW JERSEY	378	-	378	-	-	378	3,705	-	3,705	3,705	(5/)	4,083	-	-	NEW JERSEY	
NEW MEXICO	254	-	254	-	-	-	322	48	370	370	153	477	-	-	NEW MEXICO	
NEW YORK	175	118	293	1,543	-	1,543	3,137	-	3,137	4,680	17	4,872	-	-	NEW YORK	
NORTH CAROLINA	(6/)	-	-	-	-	-	2,242	505	2,242	2,242	6/	2,425	-	-	NORTH CAROLINA	
NORTH DAKOTA	53	128	181	-	3	3	117	19	136	139	39	359	23	88	NORTH DAKOTA	
OHIO	114	-	114	1,612	528	2,140	1,277	531	1,808	3,948	209	4,301	-	-	OHIO	
OKLAHOMA	52	89	141	451	-	451	576	-	576	1,027	44	1,712	-	-	OKLAHOMA	
OREGON	102	-	102	-	-	-	1,335	-	1,335	1,335	459	1,994	-	-	OREGON	
PENNSYLVANIA	310	-	310	-	-	-	3,400	-	3,400	3,400	-	3,770	-	-	PENNSYLVANIA	
RHODE ISLAND	17	-	17	-	-	-	369	-	369	369	20	406	-	-	RHODE ISLAND	
SOUTH CAROLINA	24	30	54	-	-	-	436	-	436	436	115	615	-	-	SOUTH CAROLINA	
SOUTH DAKOTA	147	82	229	-	13	352	103	-	103	103	28	278	-	-	SOUTH DAKOTA	
TENNESSEE	659	-	659	721	-	1,380	645	-	645	779	72	1,524	-	-	TENNESSEE	
TEXAS	622	-	622	1,554	-	2,176	972	801	1,773	3,327	219	4,168	459	561	TEXAS	
UTAH	26	24	50	-	-	-	373	-	373	373	-	423	18	256	UTAH	
VERMONT	155	-	155	-	-	-	151	-	151	151	-	157	-	-	VERMONT	
VIRGINIA	106	-	106	208	-	208	1,254	290	1,544	1,544	95	1,833	-	576	VIRGINIA	
WASHINGTON	18	-	18	-	-	-	570	106	676	684	395	1,385	-	-	WASHINGTON	
WEST VIRGINIA	130	256	386	-	64	450	570	-	570	463	(5/)	1,483	-	-	WEST VIRGINIA	
WISCONSIN	12	-	12	-	-	-	1,453	-	1,453	1,453	169	1,808	-	-	WISCONSIN	
WYOMING	12	-	12	-	-	-	366	50	366	366	81	201	-	-	WYOMING	
DISTRICT OF COLUMBIA	(8/)	5	5	-	-	-	366	-	366	366	(8/)	371	-	-	DISTRICT OF COLUMBIA	
TOTAL	8,377	2,489	10,866	8,632	1,897	10,529	50,878	5,517	56,395	66,224	6,135	83,925	1,003	3,270	TOTAL	

1/ SEE TABLES SF-1 AND 2 FOR GENERAL NOTE ON SF SERIES. TABLES SF-2 AND 10 ARE CONCERNED SOLELY WITH RECEIPTS AND DISBURSEMENTS FOR THE COLLECTION AND ADMINISTRATION OF STATE HIGHWAY-USER REVENUES.

2/ IN MANY STATES COUNTY OR OTHER LOCAL OFFICIALS ARE ALLOWED SERVICE CHARGES FOR ISSUING REGISTRATIONS, OPERATORS LICENSES, ETC. IN SOME STATES THE AMOUNTS ALLOWED ARE IN ADDITION TO THE STATE FEES, AND ARE NOT ENTERED IN STATE RECORDS. IN SUCH CASES, THE AMOUNTS REPORTED WERE ESTIMATED BY STATE AUTHORITIES.

3/ THE COST OF ADMINISTERING THE OPERATORS AND CHAUFFEURS LICENSE LAWS WAS INCLUDED WITH GENERAL MOTOR-VEHICLE REGISTRATION. AMOUNTS REPORTED SEPARATELY.

4/ THE ENTRIES IN THIS COLUMN ARE IDENTICAL WITH THE ENTRIES IN THE COLUMN "EXPENSE OF COLLECTING AND ADMINISTERING."

HIGHWAY-USER REVENUES* ON TABLE SF-2.

5/ COST OF COLLECTING MOTOR-VEHICLE REGISTRATION TAXES IS INCLUDED WITH MOTOR-VEHICLE REGISTRATION EXPENSES. AMOUNTS WERE NOT SEPARATED.

6/ COST OF COLLECTING MOTOR-FUEL TAXES, AND PART OF MOTOR-CARRIER TAXES, IS INCLUDED WITH MOTOR-VEHICLE REGISTRATION EXPENSES. AMOUNTS WERE NOT SEPARATED.

7/ COST OF MANUFACTURING LICENSE PLATES. COUNTIES COLLECT REGISTRATION FEES AND BEAR ENTIRE COST OF COLLECTION. AMOUNT EXPENDED WAS NOT REPORTED.

8/ COST OF COLLECTION WAS PAID FROM GENERAL FUNDS. AMOUNT WAS NOT REPORTED.

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS STATE OBLIGATIONS FOR HIGHWAYS - 1948 OBLIGATIONS ISSUED OR ASSUMED DURING YEAR \downarrow TABLE SB-1, 1948 SHEET 1 OF 2 ISSUED SEPTEMBER, 1949													
STATE	OBLIGATION	NORMAL DATE OF ISSUE $\frac{Z}{\downarrow}$	NORMAL DATE OF SALE	AUTHOR- IZATION	GROSS PROCEEDS OF SALES				APPLICATION OF INTEREST PROCEEDS $\frac{Y}{\downarrow}$	INTEREST		REDEMPTION PROVISIONS	
					PAR VALUE	PRICE	PREMIUM OR DISCOUNT	ACCRUED INTEREST $\frac{Y}{\downarrow}$		RATE (PER-CENT)	DATES PAY-ABLE	SERIAL OR TERM	MATURITY DATES AND AMOUNTS
DELAWARE	POST-WAR HIGHWAY IMPROVEMENT BONDS	7/1/48	7/1/48	CH. 194, L 47	\$2,500,000	97.3	\$-67,500	-	CONSTRUCTION OF STATE-ADMINISTERED HIGHWAYS	1 1/2	J-J	T	7/1/68
	DELAWARE MEMORIAL BRIDGE REVENUE BONDS	6/1/48	6/1/48	CH. 274, L 45 CH. 193, L 47	40,000,000 32,500,000	100.5	200,000 132,500	-	CONSTRUCTION OF DELAWARE MEMORIAL TOLL BRIDGE	4	J-O	T	6/1/78 AT 100 1/4 TO 105
FLORIDA	STATE IMPROVEMENT COMMISSION COUNTY ROAD REVENUE BONDS $\frac{Z}{\downarrow}$	10/1/47	VARIOUS	CH. 20509, L 41 CH. 22821, L 45 CH. 23775, L 47	1,175,000 350,000 1,730,000	100.000 TO 100.716	-	-	CONSTRUCTION OF STATE HIGHWAYS	3.2 3 1/4 3.1 - 3.2 3 - 3 1/4	M-O	S	1949-1960, \$247,000 TO \$594,000
	SUBTOTAL	10/1/47	10/1/47	CH. 24500, L 47	8,401,000	PAR	9,286	63,297	CONSTRUCTION OF SANTA ROSA ISLAND TOLL BRIDGE	3 1/4	A-O	S	1951-1972, \$25,000 TO \$100,000
MARYLAND	ESCAMBIA COUNTY BRIDGE REVENUE BONDS ASSUMED (SANTA ROSA ISLAND AUTHORITY)	10/1/47	2/3/48	CH. 21053, L 43	1,500,000	100.001	6	4,400	CONSTRUCTION OF SINEER ISLAND BRIDGE	3	M-H	S	11/1/40-67 \$24,000 TO \$41,000
	PALM BEACH COUNTY BRIDGE REVENUE BONDS ASSUMED	11/1/47	1/26/48	CH. 21053, L 43	600,000	100.001	-	-	CONSTRUCTION OF SINEER ISLAND BRIDGE	3	M-H	S	11/1/40-67 \$24,000 TO \$41,000
MASSACHUSETTS	BRIDGE REVENUE BONDS (CHESAPEAKE BAY TOLL BRIDGE)	10/1/48	10/7/48	CH. 561, L 47	10,501,000	96.3	9,298	86,384	CONSTRUCTION OF MISTIC RIVER TOLL BRIDGE	(6/)	A-O	S	1918,000 10/1/52 TO \$1,425,000 10/1/72
	TOTAL	10/1/48	10/7/48	CH. 562, L 46	27,000,000	96.3	-999,000	-	CONSTRUCTION OF MISTIC RIVER TOLL BRIDGE	2 7/8	A-O	T	3/1/80
MISSISSIPPI	STATE HIGHWAY BONDS, 14TH SERIES	2/1/48	2/18/48	CH. 186, L 46	5,000,000	100.38	-	-	STATE SYSTEM CONSTRUCTION	(17)	F-A	S	8/1/53 - 2/1/71, \$15,000 TO \$950,000
	STATE HIGHWAY BONDS, 15TH SERIES	8/1/48	10/20/48	CH. 186, L 46	5,000,000	100.05	-	-	STATE SYSTEM CONSTRUCTION	(17)	F-A	S	8/1/53 - 2/1/71, \$15,000 TO \$950,000
MISSOURI	REIMBURSEMENT OBLIGATIONS ASSUMED	-	-	-	1,780	-	-	-	REIMBURSEMENT OBLIGATIONS ASSUMED	-	-	-	-
	TOTAL	-	-	-	1,780	-	-	-	REIMBURSEMENT OBLIGATIONS ASSUMED	-	-	-	-
MONTANA	TREASURY ANTICIPATION DEBITURES	4/1/48	4/1/48	CH. 39, L 45	2,000,000	-	-	-	PRIMARY AND SECONDARY FEDERAL-AID HIGHWAY CONSTRUCTION	2	A-C	T	4/1/51
	TOTAL	4/1/48	4/1/48	CH. 39, L 45	2,000,000	-	-	-	PRIMARY AND SECONDARY FEDERAL-AID HIGHWAY CONSTRUCTION	1.9	A-O	T	7/15/57
NEW HAMPSHIRE	HAMPTON HUBBARD TOLL BRIDGE BONDS	3/1/48	4/4/48	CH. 150, L 47	650,000	100.296	1,113	1,074	CONSTRUCTION OF TOLL BRIDGE	1.7	M-S	S	3/1/55-68 \$50,000, 3/1/59-68 \$45,000
	TOTAL	3/1/48	4/4/48	CH. 150, L 47	650,000	100.296	1,113	1,074	CONSTRUCTION OF TOLL BRIDGE	1.7	M-S	S	3/1/55-68 \$50,000, 3/1/59-68 \$45,000
NEW JERSEY	HIGHWAY IMPROVEMENT BONDS, SERIES F	7/1/48	9/21/48	CH. 228, L 30	5,000,000	101.532	76,600	31,875	CONSTRUCTION OF BRIDGES ON STATE HIGHWAY SYSTEM	2 1/8	J-J	S	7/1/50-83 \$100,000 - \$200,000
	TOTAL	7/1/48	9/21/48	CH. 228, L 30	5,000,000	101.532	76,600	31,875	CONSTRUCTION OF BRIDGES ON STATE HIGHWAY SYSTEM	2 1/8	J-J	S	7/1/50-83 \$100,000 - \$200,000
NEW MEXICO	GAS TAX DEBITURES	4/1/48	4/1/48	CH. 35, L 47	1,000,000	100.285	4,913	-	STATE HIGHWAY CONSTRUCTION	2 1/4	A-O	S	4/1/10/1/59 \$1,000,000
	TOTAL	4/1/48	4/1/48	CH. 35, L 47	1,000,000	100.285	4,913	-	STATE HIGHWAY CONSTRUCTION	2 1/2	P-A	S	2/1/60 \$500,000, 8/1/60 \$1,000,000
NORTH DAKOTA	STATE HIGHWAY ANTICIPATION CERTIFICATES	8/27/48	8/27/48	L 44	1,000,000	PAR	-	-	STATE HIGHWAY CONSTRUCTION	1 1/2	A-S	S	1949 \$1,125,000, 1950-51 \$600,000, 1952 \$400,000, 1953 \$200,000
	TOTAL	8/27/48	8/27/48	L 44	1,000,000	PAR	-	-	STATE HIGHWAY CONSTRUCTION	1 1/2	A-S	S	1949 \$1,125,000, 1950-51 \$600,000, 1952 \$400,000, 1953 \$200,000

STATE OBLIGATIONS FOR HIGHWAYS - 1948
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR ↴DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TABLE SB-1, 1948
SHEET 2 OF 2
ISSUED SEPTEMBER, 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	OBLIGATION	NOMINAL DATE OF ISSUE	NOMINAL DATE OF SALE	AUTHORIZATION	GROSS PROCEEDS OF SALES					APPLICATION OF PROCEEDS	INTEREST		REDEMPTION PROVISIONS		SOURCE OF FUNDS FOR DEBT SERVICE
					PAR VALUE	PRICE	PREMIUM OR DISCOUNT	ACCRUED INTEREST	ORDERS PROCEEDS		RATE (PER-CENT)	DATES PAYABLE	SERIAL OR TERM	MATURITY DATES AND AMOUNTS	
PENNSYLVANIA	TURNPIKE REVENUE REFUNDING BONDS TURNPIKE EXTENSION BONDS TOTAL	6/1/48	8/17/48	P.L. 877 L 47	\$47,000,000	97.8	\$-1,034,000	\$223,250	\$46,189,250	TO REFUND TOLL ROAD BONDS	2 1/4	J-D	S	6/1/52-68 \$1,500,000 TO \$3,100,000	ROAD TOLLS
		6/1/48	8/17/48		\$87,000,000 \$34,000,000	97.8	\$-3,914,000 \$-2,948,000	\$56,915 \$86,165	\$85,662,915 \$31,812,165	TO CONSTRUCT TURNPIKE EXTENSION	3 1/4	J-D	T	6/1/88	
SOUTH CAROLINA	STATE HIGHWAY CERTIFICATES OF INDEBTEDNESS TOTAL	1/15/48	2/17/48	CH. 355, L 46	10,000,000	100.07	7,601	16,042	10,023,043	CONSTRUCTION OF SECONDARY STATE HIGHWAYS	1 3/4	J-J	S	1954, \$2,000,000; 1955-56, \$2,500,000; 1957, \$3,000,000; 1959, \$200,000; 1951, \$600,000; 1952, \$1,000; 1953, \$400,000; 1954, \$1,200,000; 1955-56, \$1,250,000	HIGHWAY-USER TAXES
		8/15/48	9/3/48		10,000,000	100.44	\$4,660	9,333	10,053,393		2.1	F-A	S		
TENNESSEE	CONSOLIDATED REIMBURSEMENT EXCHANGE BONDS	7/1/48	7/1/48	CH. 165 L 37	392,500	PAR	-	-	392,500	TO REFUND REIMBURSEMENT OBLIGATIONS	(9/)	J-D	T	12/1/51, \$37,500; 12/1/52, \$125,500; 12/1/55, \$238,500	MOTOR-FUEL TAXES
TEXAS	REIMBURSEMENT OBLIGATIONS ASSUMED COUNTY ROAD REFUNDING BONDS ASSUMED TOTAL	-	-	-	34,076	-	-	-	34,076	REIMBURSEMENT OBLIGATIONS ASSUMED TO REFUND REIMBURSEMENT OBLIGATIONS	-	-	-	-	MOTOR-FUEL TAXES
		-	-	-	9,340	-	-	-	9,340		-	-	-	-	
WASHINGTON	WASHINGTON TOLL BRIDGE AUTHORITY BONDS	3/1/48 & 4/13/48	4/13/48	CH. 773, L 37	14,000,000	95.0	\$-700,000	61,250	13,361,250	CONSTRUCTION OF TACOMA NARROWS TOLL BRIDGE	3 3/4	M-S	T	3/1/78	BRIDGE TOLLS
WEST VIRGINIA	STATE HIGHWAY BONDS, 6th REISSUE TOTAL	6/1/48	6/10/48	CH. 7, L47	1,000,000	100.053	533	1,408	1,001,941	CONSTRUCTION OF PRIMARY STATE HIGHWAYS	(10/)	J-D	S	6/1/48 - 72 \$40,000	HIGHWAY-USER TAXES
		12/1/48	12/10/48		2,000,000 \$3,000,000	100.068	\$1,067 1,600	2,814 4,222	2,003,881 3,095,822		J-D	S	12/1/49-73 \$80,000	-	
WISCONSIN	REIMBURSEMENT OBLIGATIONS ASSUMED, 11/ BUFFALO COUNTY - SERIES F	11/1/46	-	-	317,942	-	-	-	317,942	REIMBURSEMENT OBLIGATIONS ASSUMED	-	-	S	-	HIGHWAY-USER TAXES
	GRAND TOTAL				315,831,638			1,099,330	312,612,971						

1/ THIS TABLE IS ONE OF A SERIES GIVING AVAILABLE INFORMATION CONCERNING STATE AND QUASI-STATE OBLIGATIONS INCURRED FOR HIGHWAY PURPOSES. WHILE SOME INFORMATION WAS NOT AVAILABLE, THE TABLES ARE REASONABLY COMPLETE. THE REMAINING TABLES IN THE SERIES ARE AS FOLLOWS: TABLE SB-2, CHANGE IN INDEBTEDNESS DURING YEAR; TABLE SB-2A, OBLIGATIONS OUTSTANDING AT END OF YEAR; TABLE SB-3, RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE; TABLE SB-5, FUTURE DEBT SERVICE REQUIREMENTS. WHEN BONDS WERE ISSUED PARTLY FOR HIGHWAYS AND PARTLY FOR OTHER PURPOSES, SUCH ISSUES HAVE BEEN CHARGED TO STATE HIGHWAYS, TO COUNTY OR OTHER LOCAL ROADS AND STREETS, AND TO NON-HIGHWAY PURPOSES, RESPECTIVELY, IN PROPORTION TO THE AMOUNTS OF THE ORIGINAL ISSUES USED FOR THESE PURPOSES, WITH THE NON-HIGHWAY PORTION BEING OMITTED FROM THESE TABLES. ALSO OMITTED ARE OBLIGATIONS ISSUED FOR PERIODS OF LESS THAN TWO YEARS (INTEREST PAYMENTS, MONIES, COINCLICES WITH DATE BONDS BEGAN TO BEAR INTEREST, UNLESS NOTED OTHERWISE.

2/ PAYMENT BY BOND PURCHASER FOR INTEREST ACCRUED FROM DATE OF ISSUE TO DATE OF SALE.

3/ IN MOST CASES, PREMIUM AND ACCRUED INTEREST ARE USED FOR DEBT SERVICE PAYMENTS.

4/ CONSTRUCTION BONDS ARE USUALLY PAID OUT OF BOND PROCEEDS DURING THE PERIOD OF CONSTRUCTION.

5/ IMPROVEMENT COMMISSION IS AUTHORIZED TO ACQUIRE OR CONSTRUCT ROADS AND BRIDGES CONNECTING STATE HIGHWAYS WITHIN COUNTIES, TO LEASE OR SELL THEM TO THE STATE ROAD DEPARTMENT, AND TO ISSUE BONDS TO FINANCE CONSTRUCTION, SECURED BY A PLEDGE OF MOTOR-FUEL TAX REVENUES CREDITED TO COUNTIES. BOND ISSUES FOR 13 COUNTIES ARE INCLUDED IN THIS TABLE.

6/ \$6,250,000 AT 2-1/2 PERCENT, \$7,253,000 AT 2-3/4 PERCENT, \$1,678,000 AT 3 PERCENT.

7/ \$890,000 AT 2-1/2 PERCENT, \$100,000 AT 2-3/4 PERCENT, \$2,450,000 AT 2.9 PERCENT, \$4,075,000 AT 3 PERCENT, \$2,375,000 AT 3.10 PERCENT, \$110,000 AT 3-3/4 PERCENT.

8/ STATE CONSOLIDATED BONDS ISSUED TO COUNTIES IN PAYMENT OF REIMBURSEMENT OBLIGATIONS. NOT SOLD TO PUBLIC.

9/ \$16,000,000 AT 2-1/2 PERCENT, \$3,000,000 AT 3 PERCENT, \$202,500 AT 3-1/2 PERCENT.

10/ \$480,000 AT 2-1/2 PERCENT, \$1,000,000 AT 3 PERCENT, \$1,000,000 AT 3-1/2 PERCENT.

11/ COUNTIES ISSUE BONDS AND THEN PROCEEDS OVER TO THE STATE.

12/ COUNTY REVENUES. AS OF DECEMBER 31, 1948, ONLY \$449,000 OF \$950,000 BUFFALO COUNTY ISSUE HAD BEEN TURNED OVER TO THE STATE.

STATE OBLIGATIONS FOR HIGHWAYS-1948

CHANGE IN INDEBTEDNESS DURING YEAR

TABLE SB-2, 1948
SHEET 1 OF 4
ISSUED SEPTEMBER 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	ISSUE	CLASSIFICATION 2/	OBLIGATIONS OUTSTANDING JANUARY 1, 1948			OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1948	SINKING FUND AND OTHER RESERVES DECEMBER 31, 1948 4/	NET INDEBTEDNESS DECEMBER 31, 1948
			ORIGINAL	REFUNDING	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL						
ALABAMA	STATE HIGHWAY BONDS: 1ST ISSUE 2ND ISSUE 3RD ISSUE (FLORENCE BRIDGE) ALABAMA BRIDGE FINANCE CORPORATION REFUNDING BONDS TOTAL	1 1 2 2*	\$10,531,000 12,790,000 449,000 2,391,000 26,666,000	- - - - -	- - - - -	\$500,000 900,000 60,000 379,000 1,839,000	- - - - -	\$500,000 900,000 60,000 379,000 1,839,000	\$10,031,000 11,890,000 388,000 2,212,000 24,821,000	- \$1,039,440 - 282,000 1,321,440	\$10,031,000 10,890,560 388,000 2,230,000 23,499,560			
ARIZONA	NONE		-	-	-	-	-	-	-	-	-			
ARKANSAS	STATE HIGHWAY REFUNDING BONDS REFUNDING REIMBURSEMENT BONDS TOTAL	1 5	81,332,872 40,115,128 121,448,000	- - -	- - -	2,191,905 1,081,095 3,273,000	- - -	2,191,905 1,081,095 3,273,000	79,140,967 39,034,033 118,175,000	3,765,320 1,851,131 5,622,457	75,375,647 37,166,896 112,552,543			
CALIFORNIA	STATE HIGHWAY BONDS: 1ST ISSUE 2ND ISSUE 3RD ISSUE CALIFORNIA TOLL BRIDGE AUTHORITY REFUNDING BONDS TOTAL	1 1 1 4*	5,600,000 5,625,000 18,000,000 38,699,000 67,924,000	- - - - -	- - - - -	400,000 375,000 1,000,000 7,180,000 8,955,000	- - - - -	400,000 375,000 1,000,000 7,180,000 8,955,000	5,200,000 5,250,000 17,000,000 31,519,000 58,969,000	- - 6,619,174 6,619,174 971,083	5,200,000 5,250,000 17,000,000 24,899,826 52,349,826			
COLORADO	REVENUE ANTICIPATION WARRANTS TOLL ROAD AND BRIDGE BONDS STATE ASSUMED COUNTY BONDS (MERRITT PARKWAY) TOTAL	1*	12,335,000 19,120,000 4,136,000 23,596,000	- - - -	- - - -	1,625,000 880,000 1,000,000 1,880,000	- - - -	1,625,000 880,000 1,000,000 1,880,000	10,710,000 18,240,000 3,136,000 21,376,000	- - 568,000 568,000	9,732,917 18,240,000 2,558,000 20,808,000			
CONNECTICUT 5/	STATE HIGHWAY REFUNDING BONDS LOAN OF 1939 STATE HIGHWAY IMPROVEMENT BONDS DELAWARE MEMORIAL BRIDGE BONDS STATE ASSUMED COUNTY BONDS TOTAL	1 1 1 4*	1,650,000 1,002,000 - - 3,255,000 5,917,000	- - - - - -	- - - - - -	100,000 31,000 - - 305,000 436,000	- - - - - -	100,000 31,000 - - 305,000 436,000	1,550,000 971,000 2,500,000 40,000,000 2,960,000 47,981,000	- - - - - -	1,550,000 971,000 2,500,000 40,000,000 2,960,000 47,981,000			
FLORIDA	STATE IMPROVEMENT COMMISSION BONDS SPECIAL BRIDGE OBLIGATIONS ASSUMED SPECIAL BRIDGE OBLIGATIONS ASSUMED TOTAL	1*	8,401,000 2,965,000 3,940,250 15,306,250	- - - -	- - - -	85,000 190,000 264,000 539,000	- - - -	85,000 190,000 264,000 539,000	8,316,000 4,275,000 4,275,250 16,866,250	20,000 244,000 40,548 304,548	8,296,000 4,031,000 4,235,702 16,562,702			
GEORGIA	REFUNDING REIMBURSEMENT BONDS	5	2,660,000	-	-	2,658,000	-	2,658,000	2,000	2,000	-			
IDAH0	NONE		-	-	-	-	-	-	-	-	-			
ILLINOIS	STATE HIGHWAY BONDS: \$60,000,000 ISSUE \$100,000,000 ISSUE CAIRO BRIDGE COMMISSION BRIDGE REVENUE REFUNDING BONDS (MISSISSIPPI RIVER BRIDGE) TOTAL	1 1 4*	30,000 78,024,000 2,437,000 80,491,000	- - - -	- - - -	5,976,000 247,000 6,225,000 -	- - - -	5,976,000 247,000 6,225,000 -	30,000 72,046,000 2,172,593 74,018,407	30,000 - 217,593 247,593	72,046,000 1,972,407 74,018,407			
INDIANA	NONE		-	-	-	-	-	-	-	-	-			
IOWA	STATE ASSUMED COUNTY BONDS	6	19,327,000	-	-	7,820,000	-	7,820,000	11,507,000	-	11,507,000			
KANSAS	REVENUE ANTICIPATION WARRANTS COUNTY BENEFIT DISTRICT BONDS ASSUMED TOTAL	1 6	415,000 9,823,927 10,238,927	- - -	- - -	318,000 889,290 1,307,290	- - -	318,000 889,290 1,307,290	97,000 8,934,707 9,031,707	50,600 80,516 891,116	46,400 7,994,191 8,040,591			
KENTUCKY	STATE TOLL BRIDGE REFUNDING BONDS CAIRO BRIDGE COMMISSION BRIDGE REVENUE REFUNDING BONDS (OHIO RIVER BRIDGE) TOTAL	4 4*	1,075,000 1,925,000 1,600,000	- - -	- - -	140,000 335,000 475,000	- - -	140,000 335,000 475,000	935,000 1,900,000 1,125,000	39,437 196,365 235,802	895,563 -6,365 889,198			

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE OBLIGATIONS FOR HIGHWAYS - 1948

CHANGE IN INDEBTEDNESS DURING YEAR 1/

TABLE SB-2, 1948
SHEET 2 OF 4
ISSUED SEPTEMBER 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	OBLIGATIONS		OBLIGATIONS OUTSTANDING JANUARY 1, 1948	OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1948	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1948 1/2	NET INDEBTEDNESS DECEMBER 31, 1948
	ISSUE	CLASSIFI- CATION 2/		ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
LOUISIANA	STATE HIGHWAY BONDS	1	\$101,732,000	-	-	-	\$4,743,000	-	\$4,743,000	\$96,989,000	\$13,821,985	\$83,167,015
MAINE	STATE HIGHWAY BONDS	1	10,180,500	-	-	-	1,729,000	-	1,729,000	8,451,500	-	8,451,500
	STATE TOLL BRIDGE BONDS	4	2,346,000	-	-	-	44,000	-	44,000	2,390,000	127,816	2,174,184
	MAINE TURNPIKE AUTHORITY BONDS	4*	20,000,000	-	-	-	-	-	-	20,000,000	-	20,000,000
	TOTAL		32,526,500	-	-	-	1,773,000	-	1,773,000	30,753,500	127,816	30,625,684
MARYLAND	STATE ANNUITY BONDS	1*	556,000	-	-	-	130,000	-	130,000	426,000	-	426,000
	STATE ROAD COMMISSION BONDS:	1*	5,833,000	-	-	-	580,000	-	580,000	5,253,000	689,394	4,563,606
	REFUNDING AND IMPROVEMENT BONDS	4*	1,922,000	-	-	-	1,559,616	\$362,384	1,922,000	1,922,000	-	1,922,000
	TOLL BRIDGE REFUNDING BONDS	4*	2,210,000	-	-	-	2,210,000	-	2,210,000	2,210,000	-	2,210,000
	CHESAPEAKE BAY FERRY BONDS	4*	-	\$37,137,616	\$362,384	\$37,500,000	-	-	\$37,500,000	37,500,000	-	37,500,000
	CHESAPEAKE BAY BRIDGE BONDS	4*	-	37,137,616	362,384	37,500,000	4,479,616	362,384	4,842,000	43,179,000	689,394	42,489,606
	TOTAL		10,521,000	37,137,616	362,384	37,500,000	4,479,616	362,384	4,842,000	43,179,000	689,394	42,489,606
MASSACHUSETTS	METROPOLITAN PARKS - SERIES 2 - STATE HIGHWAY ISSUE	1	89,000	-	-	-	8,500	-	8,500	80,500	38,414	42,086
	MYSTIC RIVER BRIDGE AUTHORITY BONDS	4	89,000	27,000,000	-	27,000,000	-	-	27,000,000	27,000,000	-	27,000,000
	TOTAL		178,000	27,000,000	-	27,000,000	8,500	-	8,500	27,080,500	38,414	27,042,086
MICHIGAN	STATE HIGHWAY IMPROVEMENT BONDS	1	238,000	-	-	-	13,000	-	13,000	225,000	265,684	40,084
	STATE BRIDGE COMMISSION REFUNDING BONDS	4*	1,612,000	-	-	-	217,000	-	217,000	1,395,000	-	1,395,000
	TOTAL		1,850,000	-	-	-	230,000	-	230,000	1,620,000	265,684	1,354,916
MINNESOTA	STATE HIGHWAY BONDS	1	10,975,000	-	-	-	2,825,000	-	2,825,000	8,150,000	2,500,000	5,650,000
MISSISSIPPI	STATE HIGHWAY BONDS	1*	46,960,000	10,000,000	-	10,000,000	2,388,000	-	2,388,000	54,348,000	-	54,348,000
	STATE HIGHWAY REFUNDING BONDS	1*	9,518,000	-	-	-	200,000	-	200,000	9,718,000	-	9,718,000
	TOTAL		56,478,000	10,000,000	-	10,000,000	2,588,000	-	2,588,000	63,866,000	1,898,916	62,051,084
MISSOURI	STATE HIGHWAY BONDS	1	51,000,000	-	-	-	6,000,000	-	6,000,000	45,000,000	7,622,500	37,377,500
	FAIRFAX REGIONAL BRIDGE TOLL REVENUE BONDS	4*	349,000	-	-	-	122,000	-	122,000	227,000	-	227,000
	REIMBURSEMENT OBLIGATIONS ASSUMED	6	235,940	1,780	-	1,780	32,188	-	32,188	268,128	-	268,128
	TOTAL		51,584,940	1,780	-	1,780	6,154,188	-	6,154,188	45,432,532	7,622,500	37,810,032
MONTANA	TREASURY ANTICIPATION DEBITURES	1*	1,503,000	5,000,000	-	5,000,000	2,000	-	2,000	6,501,000	708,164	5,792,836
MONTANA	NONE		-	-	-	-	-	-	-	-	-	-
NEBRASKA	NONE		-	-	-	-	-	-	-	-	-	-
NEVADA	NONE		-	-	-	-	-	-	-	-	-	-
NEW HAMPSHIRE	STATE HIGHWAY BONDS	1	626,000	-	-	-	325,000	-	325,000	301,000	-	301,000
	HIGHWAY FLOOD BONDS:	3	218,400	-	-	-	109,200	-	109,200	109,200	-	109,200
	STATE SHARE	7	181,600	-	-	-	90,800	-	90,800	90,800	-	90,800
	LOCAL SHARE	7	400,000	-	-	-	200,000	-	200,000	200,000	-	200,000
	SUBTOTAL		1,426,000	-	-	-	725,000	-	725,000	701,000	-	701,000
	HIGHWAY BONDS - CH. 137, 1939 LAWS:	3	2,404,500	-	-	-	343,500	-	343,500	2,061,000	-	2,061,000
	STATE SHARE	7	1,095,500	-	-	-	156,500	-	156,500	939,000	-	939,000
	LOCAL SHARE	7	3,500,000	-	-	-	500,000	-	500,000	3,000,000	-	3,000,000
	SUBTOTAL		7,000,000	-	-	-	1,000,000	-	1,000,000	6,000,000	-	6,000,000
	SULLIVAN - SCAMMELL BRIDGE BONDS	2	40,000	-	-	-	100,000	-	100,000	955,000	347,593	607,407
	STATE TOLL BRIDGE BONDS	4	405,000	650,000	-	650,000	64,000	-	64,000	955,000	347,593	607,407
	MAINE-NEW HAMPSHIRE INTERSTATE BRIDGE AUTHORITY REFUNDING BONDS	4*	2,272,000	-	-	-	1,189,000	-	1,189,000	2,272,000	73,335	2,198,665
	TOTAL		17,250,000	650,000	-	650,000	1,189,000	-	1,189,000	16,061,000	743,121	15,317,879

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS											
STATE OBLIGATIONS FOR HIGHWAYS - 1948											
CHANGE IN INDEBTEDNESS DURING YEAR ↓											
TABLE SB-2, 1948 SHEET 3 OF 4 ISSUED SEPTEMBER 1949											
STATE	OBLIGATIONS ISSUE	CLASSIFI- CATION 2/	OBLIGATIONS ISSUED 3/				OBLIGATIONS REDEEMED		OBLIGATIONS OUTSTANDING DECEMBER 31, 1948	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1948 2/	NET INDEBTEDNESS DECEMBER 31, 1948
			OBLIGATIONS OUTSTANDING JANUARY 1, 1948	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING			
NEW JERSEY	STATE HIGHWAY BONDS	1	\$20,000,000	-	-	-	-	-	\$20,000,000	-	-
	SERIES A:										
	STATE SHARE	3	12,690,000	-	-	-	\$468,000	-	12,222,000	-	\$12,222,000
	LOCAL SHARE	7	1,410,000	-	-	-	52,000	-	1,358,000	-	1,358,000
	SUBTOTAL		14,100,000	-	-	-	520,000	-	13,580,000	-	13,580,000
	SERIES B: STATE	1	11,320,000	-	-	-	360,000	-	10,960,000	-	10,960,000
	SERIES C: LOCAL	7	1,530,000	-	-	-	50,000	-	1,480,000	-	1,480,000
	SERIES D: LOCAL	7	1,710,000	-	-	-	50,000	-	1,660,000	-	1,660,000
	SERIES E: STATE	1	7,400,000	-	-	-	-	-	7,400,000	-	7,400,000
	SERIES F: STATE	1	-	\$5,000,000	-	-	\$5,000,000	980,000	-	5,980,000	39,870,000
SUBTOTAL, HIGHWAY IMPROVEMENT BONDS		36,660,000	5,000,000	-	-	1,332,000	-	40,080,000	210,000	39,870,000	
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION REVENUE BONDS	4*	1,355,000	-	-	-	1,355,000	333,000	-	1,022,000	369,016	
TOTAL		57,428,000	5,000,000	-	-	5,000,000	1,313,000	-	61,115,000	20,579,016	40,535,984
NEW MEXICO	GAS TAX OBLIGATIONS	1	21,247,000	3,000,000	-	-	1,378,000	-	22,869,000	447,471	22,421,529
	STATE HIGHWAY IMPROVEMENT BONDS - SERIAL	1	9,600,000	-	-	-	400,000	-	9,200,000	-	9,200,000
	STATE HIGHWAY IMPROVEMENT BONDS - SINKING FUND	1	80,000,000	-	-	-	-	-	80,000,000	60,243,188	19,756,812
	STATE HIGHWAY GRADE CROSSING ELIMINATION BONDS	2	124,995,000	-	-	-	3,900,000	-	121,095,000	-	121,095,000
	GENERAL STATE IMPROVEMENT BONDS - STATE HIGHWAY SHARE	3	14,378,253	-	-	-	1,278,970	-	13,099,283	-	13,099,283
	STATE PARK SYSTEM BONDS - STATE HIGHWAY SHARE	3	160,000	-	-	-	40,000	-	120,000	-	120,000
	NEW YORK STATE BRIDGE AUTHORITY BONDS	4*	200,000	-	-	-	-	-	200,000	200,000	-
	NIAGARA FRONTIER BRIDGE AUTHORITY BONDS	4*	1,728,000	-	-	-	129,000	-	1,599,000	687,894	911,106
	JONES BEACH PARKWAY AUTHORITY REFUNDING BONDS	4*	5,000,000	-	-	-	-	-	5,000,000	-	5,000,000
	WHITEFACE MOUNTAIN AUTHORITY REFUNDING BONDS	4*	1,045,000	-	-	-	64,000	-	1,045,000	-	1,045,000
NORTH CAROLINA	THOUSAND ISLANDS BRIDGE AUTHORITY REFUNDING BONDS	4*	3,560,000	-	-	-	135,000	-	3,496,000	-	3,496,000
	LAKE CHARLENE BRIDGE COMMISSION REFUNDING BONDS	4*	1,008,000	-	-	-	290,000	-	873,000	-	873,000
	BUFFALO AND FORT ERIE BRIDGE AUTHORITY REFUNDING BONDS	4*	2,585,000	-	-	-	290,000	-	2,905,000	-	2,905,000
	TOTAL		244,238,253	-	-	-	6,236,970	-	238,001,283	61,481,082	176,520,201
NORTH DAKOTA	STATE HIGHWAY BONDS	1	40,656,000	-	-	-	4,900,000	-	35,756,000	-	35,756,000
	CAPE FEAR RIVER BRIDGE BONDS	2	625,000	-	-	-	75,000	-	550,000	-	550,000
	TOTAL		41,281,000	-	-	-	4,975,000	-	36,306,000	17,165,281	19,140,719
OHIO	STATE HIGHWAY ANTICIPATION CERTIFICATES	1	-	2,985,000	-	-	-	-	2,985,000	299,770	2,685,230
	OHIO BRIDGE COMMISSION REFUNDING BONDS	4*	1,165,000	-	-	-	490,000	-	675,000	146,024	528,976
	NONE		-	-	-	-	-	-	-	-	-
OKLAHOMA	STATE HIGHWAY BONDS	1	3,350,000	-	-	-	500,000	-	2,850,000	-	2,850,000
	STATE HIGHWAY BONDS	1	42,688,000	-	-	-	2,000,000	-	40,688,000	25,340,841	15,347,159
	DELAWARE RIVER JOINT COMMISSION TOLL BRIDGE REFUNDING BONDS	4*	27,450,000	-	-	-	1,700,000	-	25,750,000	1,579,811	24,170,189
PENNSYLVANIA	PENNSYLVANIA TURNPIKE AUTHORITY REFUNDING BONDS	4*	45,086,000	-	\$47,000,000	47,000,000	-	-	92,086,000	45,086,000	47,000,000
	PENNSYLVANIA TURNPIKE AUTHORITY REVENUE BONDS	4*	-	87,000,000	-	87,000,000	-	-	87,000,000	-	87,000,000
	TOTAL		115,224,000	87,000,000	-	134,000,000	3,700,000	-	245,524,000	72,086,652	173,437,348
RHODE ISLAND	SPECIAL STATE BRIDGE BONDS	2	4,574,000	-	-	-	-	-	4,574,000	1,081,616	3,492,384
	JAMESSTOWN BRIDGE COMMISSION BONDS	4*	1,808,000	-	-	-	-	-	1,808,000	-	1,808,000
	TOTAL		6,382,000	-	-	-	-	-	6,382,000	1,081,616	5,300,384
SOUTH CAROLINA	STATE HIGHWAY CERTIFICATES OF INDEBTEDNESS	1	38,896,600	20,000,000	-	20,000,000	4,515,100	-	54,381,500	5,121,550	54,381,500
	REFUNDING REIMBURSEMENT BONDS	5	6,480,100	-	-	-	1,229,900	-	5,250,200	-	5,250,200
	STATE ASSUMED COUNTY BONDS	6	3,889,296	-	-	-	797,476	-	3,091,820	9,000	3,099,320
TOTAL		49,362,796	20,000,000	-	20,000,000	6,532,476	-	62,895,272	5,130,550	57,699,770	

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSSTATE OBLIGATIONS FOR HIGHWAYS - 1948
CHANGE IN INDEBTEDNESS DURING YEAR 1/TABLE SB-2, 1948
SHEET 4 OF 4
ISSUED SEPTEMBER 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	OBLIGATIONS ISSUE	CLASSIFI- CATION 2/	OBLIGATIONS OUTSTANDING JANUARY 1, 1948			OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1948	SINKING FUND AND OTHER RESERVES DECEMBER 31, 1948 4/	NET INDEBTEDNESS DECEMBER 31, 1948
			ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL						
SOUTH DAKOTA	NONE		-	-	-	-	-	-	-	-	-	-	-	-
	STATE HIGHWAY BONDS	1	\$52,000	-	-	\$25,000	-	\$25,000	-	-	\$27,000	\$27,000	-	-
	STATE HIGHWAY REFUNDING BONDS	1	11,108,000	-	-	-	-	-	-	-	2,592,738	2,592,738	-	-
	STATE TOLL BRIDGE BONDS	4	2,000	-	-	-	-	-	-	-	2,000	2,000	-	-
	CONSOLIDATED REFUNDING TOLL BRIDGE BONDS	4	3,057,000	-	-	1,114,000	-	1,114,000	-	-	1,943,000	1,943,000	-	-
	CONSOLIDATED REFUNDING REIMBURSEMENT BONDS	5	27,033,000	-	-	378,000	-	378,000	-	-	27,047,500	2,894,500	-	-
TENNESSEE	REIMBURSEMENT OBLIGATIONS ASSUMED	6	4,333,047	-	-	571,417	-	571,417	-	-	3,429,130	63,052	-	-
	TOTAL		45,695,047	-	-	392,500	-	392,500	-	-	43,556,530	7,451,790	-	-
	REIMBURSEMENT OBLIGATIONS ASSUMED	6	47,252,647	-	-	43,416	-	43,416	-	-	41,376,900	6,793,177	-	-
	NONE		-	-	-	-	-	-	-	-	-	-	-	-
	MISSISSIPPI BAY BRIDGE BONDS	2	276,000	-	-	14,000	-	14,000	-	-	262,000	14,000	-	-
	FLOOD BONDS OF 1927 - LOCAL ROADS	7	817,344	-	-	421,978	-	421,978	-	-	395,366	325,366	-	-
VERMONT	TOTAL		1,093,344	-	-	435,978	-	435,978	-	-	657,366	409,366	-	-
	NONE		-	-	-	-	-	-	-	-	-	-	-	-
	EMERGENCY RELIEF BONDS:													
	STATE HIGHWAY SHARE	3	332,389	-	-	60,786	-	60,786	-	-	271,603	-	-	-
	LOCAL ROAD SHARE	7	454,734	-	-	83,160	-	83,160	-	-	371,574	-	-	-
	SUBTOTAL		787,123	-	-	143,946	-	143,946	-	-	643,177	-	-	-
WASHINGTON	WASHINGTON TOLL BRIDGE AUTHORITY REFUNDING BONDS	4*	3,260,000	-	-	1,210,000	-	1,210,000	-	-	2,050,000	-	-	-
	WASHINGTON TOLL BRIDGE AUTHORITY REVENUE BONDS	4*	3,650,000	-	-	14,000,000	-	14,000,000	-	-	17,650,000	-	-	-
	STATE ASSUMED COUNTY BRIDGE BONDS	6	120,000	-	-	14,000	-	14,000	-	-	106,000	-	-	-
	TOTAL		7,177,123	-	-	14,000,000	-	14,000,000	-	-	20,409,177	-	-	-
	STATE HIGHWAY BONDS	1	64,732,000	-	-	6,213,000	-	6,213,000	-	-	61,519,000	3,892,068	-	-
	STATE TOLL BRIDGE REFUNDING BONDS	4	3,410,000	-	-	399,000	-	399,000	-	-	3,011,000	799,866	-	-
WEST VIRGINIA	TOTAL		68,142,000	-	-	6,612,000	-	6,612,000	-	-	64,530,000	4,691,934	-	-
	REIMBURSEMENT OBLIGATIONS ASSUMED	6	1,973,050	-	-	317,942	-	317,942	-	-	1,655,108	-	-	-
	STATE HIGHWAY REFUNDING BONDS	1	1,520,000	-	-	250,000	-	250,000	-	-	1,270,000	-	-	-
	REGULAR STATE HIGHWAY BONDS	1	819,114,972	-	-	52,088,595	-	52,088,595	-	-	855,992,467	-	-	-
	SPECIAL STATE ISSUES FOR BRIDGES AND GRADE CROSSINGS	2	133,809,000	-	-	4,428,000	-	4,428,000	-	-	129,421,000	-	-	-
	SPECIAL CONSTRUCTION ISSUES - STATE HIGHWAY SHARE	3	30,182,542	-	-	20,152,616	-	20,152,616	-	-	27,862,086	-	-	-
WISCONSIN	TOLL ROAD AND BRIDGE BONDS	5	205,422,000	-	-	5,346,952	-	5,346,952	-	-	439,557,000	-	-	-
	STATE ISSUES FOR REIMBURSEMENT	5	76,388,528	-	-	382,500	-	382,500	-	-	71,436,033	-	-	-
	SUBTOTAL, STATE ISSUES FOR STATE HIGHWAYS		267,113,616	-	-	85,216,572	-	85,216,572	-	-	1,494,226,586	-	-	-
	REIMBURSEMENT OBLIGATIONS ASSUMED	6	1,264,937,042	-	-	17,049,244	-	17,049,244	-	-	1,247,987,798	-	-	-
	TOTAL OBLIGATIONS FOR STATE HIGHWAYS		94,216,727	-	-	102,265,816	-	102,265,816	-	-	1,571,995,367	-	-	-
	STATE ISSUES FOR LOCAL ROADS AND BRIDGES	7	1,359,153,769	-	-	904,438	-	904,438	-	-	1,358,250,107	-	-	-
WYOMING	TOTAL		7,159,178	-	-	103,170,254	-	103,170,254	-	-	1,578,250,107	-	-	-
	STATE HIGHWAY REFUNDING BONDS	1	1,366,392,947	-	-	764,224	-	764,224	-	-	1,332,168,723	-	-	-
	REGULAR STATE HIGHWAY BONDS	1	819,114,972	-	-	52,088,595	-	52,088,595	-	-	855,992,467	-	-	-
	SPECIAL STATE ISSUES FOR BRIDGES AND GRADE CROSSINGS	2	133,809,000	-	-	4,428,000	-	4,428,000	-	-	129,421,000	-	-	-
	SPECIAL CONSTRUCTION ISSUES - STATE HIGHWAY SHARE	3	30,182,542	-	-	20,152,616	-	20,152,616	-	-	27,862,086	-	-	-
	TOLL ROAD AND BRIDGE BONDS	5	205,422,000	-	-	5,346,952	-	5,346,952	-	-	439,557,000	-	-	-

1/ SEE TABLE SB-1 FOR GENERAL NOTE ON SB SERIES.

2/ FOR PURPOSES OF THIS ANALYSIS, BOND ISSUES HAVE BEEN CLASSIFIED IN ACCORDANCE WITH THE TYPES OF ISSUES SUMMARIZED ON SHEET 4.

3/ SEE TABLE SB-1 FOR ADDITIONAL INFORMATION.

4/ EXCLUDES AMOUNTS RESERVED SOLELY FOR INTEREST PAYMENTS.

5/ DOES NOT INCLUDE ADVANCES BY TOWNS IN ANTICIPATION OF STATE AID.

AS WELL AS BY SPECIFIC REVENUES. (NO ATTEMPT HAS BEEN MADE TO DETERMINE THE STATUS OF REIMBURSEMENT OBLIGATIONS.)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE OBLIGATIONS FOR HIGHWAYS - 1948

OBLIGATIONS OUTSTANDING AT END OF YEAR 1/

TABLE SB-2A, 1948
ISSUED SEPTEMBER 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	FOR STATE HIGHWAYS										STATE ISSUES FOR LOCAL ROADS AND BRIDGES	TOTAL HIGHWAY OBLIGATIONS OF STATE 3/	STATE
	REGULAR STATE HIGHWAY BONDS	SPECIAL STATE ISSUES FOR BRIDGES AND GRADE CROSSINGS	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE	TOLL ROAD AND BRIDGE BONDS	STATE ISSUES FOR REIMBURSEMENT 2/	SUBTOTAL, STATE ISSUES FOR STATE HIGHWAYS	REIMBURSEMENT OBLIGATIONS ASSUMED 2/	TOTAL OBLIGATIONS FOR STATE HIGHWAYS					
ALABAMA	\$21,921,000	\$2,900,000	-	-	-	\$24,821,000	-	\$24,821,000	-	-	-	\$24,821,000	ALABAMA
ARIZONA 1/	-	-	-	-	-	118,175,000	-	118,175,000	-	-	-	118,175,000	ARIZONA 1/
ARKANSAS	79,140,967	-	-	-	\$39,034,033	58,969,000	-	58,969,000	-	-	-	58,969,000	ARKANSAS
CALIFORNIA	27,450,000	-	-	\$31,519,000	-	-	-	-	-	-	-	-	CALIFORNIA
COLORADO	10,710,000	-	-	-	-	10,710,000	-	10,710,000	-	-	-	10,710,000	COLORADO
CONNECTICUT 5/	5,021,000	-	-	6/ 21,376,000	-	21,376,000	(6/)	21,376,000	-	-	-	21,376,000	CONNECTICUT 5/
DELAWARE	8,316,000	-	-	40,000,000	-	45,021,000	-	\$2,960,000	-	\$2,960,000	-	47,981,000	DELAWARE
FLORIDA	8,316,000	-	-	4,275,000	-	12,591,000	-	4,276,250	-	4,276,250	-	16,867,250	FLORIDA
GEORGIA	-	-	-	-	2,000	2,000	-	-	-	-	-	2,000	GEORGIA
IOWA 1/	72,076,000	-	-	2,190,000	-	74,266,000	-	74,266,000	-	-	-	74,266,000	IOWA 1/
ILLINOIS	-	-	-	-	-	-	-	-	-	-	-	-	ILLINOIS
INDIANA 1/	-	-	-	-	-	-	-	-	-	-	-	-	INDIANA 1/
IOWA	-	-	-	-	-	-	-	11,507,000	-	11,507,000	-	11,507,000	IOWA
KANSAS	97,000	-	-	-	-	91,000	-	8,931,707	-	8,931,707	-	8,931,707	KANSAS
KENTUCKY	-	-	-	1,125,000	-	1,125,000	-	1,125,000	-	1,125,000	-	1,125,000	KENTUCKY
LOUISIANA	96,989,000	-	-	-	-	96,989,000	-	-	-	-	-	96,989,000	LOUISIANA
MAINE	8,451,500	-	-	22,302,000	-	30,753,500	-	30,753,500	-	-	-	30,753,500	MAINE
MARYLAND	5,679,000	-	-	37,500,000	-	43,179,000	-	43,179,000	-	-	-	43,179,000	MARYLAND
MASSACHUSETTS	80,500	-	-	27,000,000	-	27,080,500	-	27,080,500	-	-	-	27,080,500	MASSACHUSETTS
MICHIGAN	225,000	-	-	1,395,000	-	1,620,000	-	1,620,000	-	-	-	1,620,000	MICHIGAN
MINNESOTA	8,150,000	-	-	-	-	8,150,000	-	8,150,000	-	-	-	8,150,000	MINNESOTA
MISSISSIPPI	63,890,000	-	-	-	-	63,890,000	-	63,890,000	-	-	-	63,890,000	MISSISSIPPI
MISSOURI	45,000,000	-	-	227,000	-	45,227,000	-	45,432,532	-	205,532	-	45,638,064	MISSOURI
MONTANA	6,501,000	-	-	-	-	6,501,000	-	6,501,000	-	-	-	6,501,000	MONTANA
NEBRASKA 1/	-	-	-	-	-	-	-	-	-	-	-	-	NEBRASKA 1/
NEVADA 1/	301,000	40,000	\$2,170,200	3,170,000	-	5,681,200	-	5,681,200	-	\$1,029,800	-	6,711,000	NEVADA 1/
NEW HAMPSHIRE	43,360,000	-	12,222,000	1,035,000	-	56,617,000	-	56,617,000	-	4,498,000	-	61,115,000	NEW HAMPSHIRE
NEW JERSEY	22,869,000	-	-	-	-	22,869,000	-	22,869,000	-	-	-	22,869,000	NEW JERSEY
NEW MEXICO	89,200,000	121,095,000	-	14,508,000	-	238,001,283	-	238,001,283	-	-	-	238,001,283	NEW MEXICO
NEW YORK	35,756,000	590,000	-	-	-	36,306,000	-	36,306,000	-	-	-	36,306,000	NEW YORK
NORTH CAROLINA	2,925,000	-	-	-	-	2,925,000	-	2,925,000	-	-	-	2,925,000	NORTH CAROLINA
NORTH DAKOTA	-	-	-	-	-	-	-	-	-	-	-	-	NORTH DAKOTA
OHIO	-	-	-	675,000	-	675,000	-	675,000	-	-	-	675,000	OHIO
OKLAHOMA 1/	2,850,000	-	-	-	-	2,850,000	-	2,850,000	-	-	-	2,850,000	OKLAHOMA 1/
OREGON	40,668,000	-	-	204,836,000	-	245,504,000	-	245,504,000	-	-	-	245,504,000	OREGON
PENNSYLVANIA	-	-	-	-	-	-	-	-	-	-	-	-	PENNSYLVANIA
RHODE ISLAND	54,381,500	4,574,000	-	1,808,000	-	6,382,000	-	6,382,000	-	-	-	6,382,000	RHODE ISLAND
SOUTH CAROLINA	-	-	-	-	5,350,500	59,732,000	-	59,732,000	-	-	-	59,732,000	SOUTH CAROLINA
SOUTH DAKOTA 1/	-	-	-	-	-	40,127,500	-	40,127,500	-	-	-	40,127,500	SOUTH DAKOTA 1/
TENNESSEE	11,135,000	-	-	1,945,000	-	-	-	-	-	-	-	-	TENNESSEE
TEXAS	-	-	-	-	-	-	-	-	-	-	-	-	TEXAS
UTAH 1/	-	-	-	-	-	-	-	-	-	-	-	-	UTAH 1/
VERMONT	-	262,000	-	-	-	262,000	-	262,000	-	395,366	-	657,366	VERMONT
VIRGINIA 1/	-	-	-	-	-	-	-	-	-	-	-	-	VIRGINIA 1/
WASHINGTON	-	-	271,603	19,660,000	-	19,931,603	-	19,931,603	-	106,000	-	20,037,603	WASHINGTON
WEST VIRGINIA	61,519,000	-	-	3,011,000	-	64,530,000	-	64,530,000	-	-	-	64,530,000	WEST VIRGINIA
WISCONSIN	-	-	-	-	-	-	-	-	-	-	-	-	WISCONSIN
WYOMING	1,270,000	-	-	-	-	1,270,000	-	1,270,000	-	-	-	1,270,000	WYOMING
TOTAL	\$25,952,467	129,421,000	27,862,086	\$39,557,000	71,434,033	\$1,494,226,586	77,728,781	\$1,571,955,367	6,294,740	-	-	\$1,578,250,107	TOTAL

1/ SEE TABLE SB-1 FOR GENERAL NOTE ON SB SERIES.

2/ MANY STATES HAVE ASSUMED OR ISSUED OBLIGATIONS TO REIMBURSE LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF STATE HIGHWAYS, OR LOCAL ROADS NOW ON STATE SYSTEMS. WHERE OBLIGATIONS HAVE BEEN ASSUMED, THEY ARE SHOWN IN THIS TABLE UNDER "REIMBURSEMENT OBLIGATIONS ASSUMED". THE REIMBURSEMENT OBLIGATION USUALLY CONSISTS OF EITHER (A) LOCAL BONDS ASSUMED IN WHOLE OR IN PART BY THE STATE, OR (B) THE VALUE OF THE LOCAL CONTRIBUTION FOR WHICH THE STATE HAS PLEDGED SPECIFIC PAYMENTS OVER A PERIOD OF YEARS, WHERE STATE BONDS HAVE BEEN ISSUED TO REFUND LOCAL BONDS UNDER PLAN (A), OR TO REIMBURSE LOCAL GOVERNMENTS UNDER PLAN (B), THEY ARE

SHOWN UNDER "STATE ISSUES FOR REIMBURSEMENT".

3/ AGREES WITH "OBLIGATIONS OUTSTANDING DECEMBER 31, 1948" ON TABLE SB-2.

4/ NO STATE HIGHWAY DEBT AS OF DECEMBER 31, 1948.

5/ DOES NOT INCLUDE ADVANCES BY TOWNS IN ANTICIPATION OF STATE AID.

6/ REIMBURSEMENT OBLIGATIONS ASSUMED FOR THE MERRITT PARKWAY, A TOLL FACILITY, ARE INCLUDED WITH "TOLL ROAD AND BRIDGE BONDS".

STATE OBLIGATIONS FOR HIGHWAYS - 1948

RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE

TABLE 30-3, 1948
SHEET 1 OF 3
ISSUED SEPTEMBER 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	OBLIGATIONS	BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1943	RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS					BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1948
			HIGHWAY-USER REVENUES	TOLLS	GENERAL FUND CONTRIBUTIONS FROM LOCAL GOVERNMENTS AND PROPERTY TAXES	PROCEEDS OF SALE OF BONDS	NET EARNINGS OF SINKING FUND	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION	REDEMPTIONS						
												TOTAL INTEREST AND ADMINISTRATION	PAR VALUE	PREMIUM OR DISCOUNT				
ALABAMA	STATE HIGHWAY BONDS	A	\$1,099,066	\$2,539,913	-	-	-	-	-	-	\$2,539,913	\$81,470	-	\$1,460,000	-	-	\$2,621,383	\$1,157,529
	BRIDGE FINANCE CORPORATION BONDS	A	60,291	595,214	-	-	-	-	-	-	655,505	39,465	-	175,000	-	-	834,970	101,040
	TOTAL		1,159,357	3,095,127	-	-	-	-	-	-	3,195,418	1,209,935	-	1,635,000	-	-	2,959,955	1,258,569
ARIZONA	NONE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ARKANSAS	STATE HIGHWAY BONDS	A	7,271,015	4,809,047	-	-	-	-	\$82,638	480	12,082,560	2,577,564	\$3,947	2,191,000	-	-	14,773,016	7,387,764
	STATE ISSUES FOR REIMBURSEMENT	A	3,482,724	2,369,993	-	-	-	-	-	-	5,852,717	1,271,310	1,790	1,081,000	-	-	7,134,157	3,508,552
	TOTAL		10,753,739	7,179,040	-	-	-	-	82,638	480	17,935,277	3,848,874	5,737	3,272,000	-	-	21,907,173	10,896,316
CALIFORNIA	STATE HIGHWAY BONDS	A	6,930,643	3,013,187	-	-	-	-	80,000	3/ 141,102	10,244,931	1,238,187	31,552	1,775,000	-	-	11,775,000	7,013,716
	TOLL BRIDGE AUTHORITY BONDS	B	6,930,643	3,013,187	-	-	-	-	80,000	141,102	11,302,721	2,040,351	31,657	8,955,000	-	-	19,387,640	7,013,716
	TOTAL		13,861,286	6,026,374	-	-	-	-	160,000	282,204	21,547,652	3,278,534	63,209	10,730,000	-	-	31,162,640	14,027,432
COLORADO	REVENUE ANTICIPATION WARRANTS	A	999,979	1,975,400	-	-	-	-	1,239	-	3,976,619	377,394	-	1,625,000	-	-	5,981,413	1,024,224
CONNECTICUT	TOLL ROAD AND BRIDGE BONDS	B	604,344	863,733	1,091,194	-	-	-	-	3/ 198,707	2,158,834	315,978	-	1,880,000	-	-	4,354,812	568,000
	REPAYMENT OF ADVANCES BY TOWNS IN ANTICIPATION OF STATE AID 5/	C	-	52,381	1,091,194	-	-	-	-	198,707	2,217,015	315,978	-	1,937,381	-	-	4,532,381	-
	TOTAL		604,344	916,114	2,182,388	-	-	-	-	397,414	4,375,849	631,956	-	3,817,381	-	-	9,884,193	568,000
DELAWARE	STATE HIGHWAY BONDS	A	-	189,404	-	-	-	-	73,526	-	262,930	57,404	-	131,000	-	-	470,328	-
	STATE TOLL BRIDGE BONDS	B	-	109,193	-	-	-	-	-	-	218,597	800,000	-	305,000	-	-	1,123,597	-
	REIMBURSEMENT OBLIGATIONS ASSUMED	C	-	109,193	-	-	-	-	-	-	218,597	800,000	-	305,000	-	-	1,123,597	-
	TOTAL		-	298,597	-	-	-	-	73,526	-	481,527	857,404	-	436,000	-	-	1,593,925	-
FLORIDA	STATE IMPROVEMENT COMMISSION BONDS	A	370,029	109,193	174,359	-	-	-	-	-	653,581	59,443	88,441	105,000	680	-	816,464	27,286
	SPECIAL BRIDGE OBLIGATIONS ASSUMED	B	32,084	412,435	-	-	-	-	16,005	16,005	460,529	17,263	17,263	190,000	-	-	667,792	431,680
	SPECIAL BRIDGE OBLIGATIONS ASSUMED	C	402,093	524,594	174,359	-	-	-	-	16,005	1,063,047	154,272	88	264,000	-	-	1,481,429	30,548
	TOTAL		774,116	1,046,222	348,718	-	-	-	-	32,010	1,532,557	231,718	106,792	559,000	680	-	2,899,667	489,514
GEORGIA	STATE ISSUES FOR REIMBURSEMENT	A	5,470,753	-	-	-	-	-	-	-	5,470,753	30,130	-	2,658,000	-	-	8,158,883	2,658,000
IDAHOO	NONE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ILLINOIS	STATE HIGHWAY BONDS	A	157,100	9,000,000	-	-	-	-	-	-	9,157,100	3,015,120	-	5,978,000	-	-	18,150,220	163,980
	TOLL BRIDGE COMMISSION BONDS	B	153,032	-	340,832	-	-	-	-	-	493,864	36,481	-	247,000	-	-	877,377	217,593
	TOTAL		310,132	9,000,000	340,832	-	-	-	-	-	9,650,964	3,051,601	-	6,225,000	2,790	-	20,027,190	381,573
INDIANA	NONE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
INDIANA	REIMBURSEMENT OBLIGATIONS ASSUMED	C	-	-	-	-	-	-	-	-	-	8,736	-	7,820,000	-	-	8,180,890	-
IONA	STATE HIGHWAY BONDS	A	149,650	377,172	-	-	-	-	-	-	526,822	16,600	2	318,000	-	-	844,594	32,220
	REIMBURSEMENT OBLIGATIONS ASSUMED	C	829,806	1,000,000	-	-	-	-	-	-	1,829,806	26,000	2	959,290	-	-	2,815,106	840,516
	TOTAL		979,456	1,377,172	-	-	-	-	-	-	2,356,628	42,600	4	1,277,290	-	-	3,660,700	892,736
KENTUCKY	STATE TOLL BRIDGE BONDS	B	21,931	176,046	-	-	-	-	-	1,975	197,921	20,813	65	20,818	140,000	437	161,315	39,437
	TOLL BRIDGE COMMISSION BONDS	B	170,277	315,570	-	-	-	-	-	-	485,847	10,599	255	335,000	330,350	4,350	956,365	350,465
	TOTAL		192,208	491,616	-	-	-	-	-	1,975	683,768	31,412	590	32,002	475,000	4,795	1,117,777	394,862
LOUISIANA	STATE HIGHWAY BONDS	A	12,298,701	1,391,822	-	-	-	-	102,500	3/ 8,588,443	21,280,266	3,957,173	3,308	3,956,481	-	-	26,645,461	13,715,995
	STATE HIGHWAY BONDS	A	-	2,061,720	-	-	-	-	-	-	2,061,720	355,720	-	1,706,000	-	-	4,123,440	2,061,720
	STATE TOLL BRIDGE BONDS	B	294,360	-	115,364	-	-	-	711	80,935	377,172	53,322	-	60,000	-	-	431,424	378,048
	TURNPIKE AUTHORITY BONDS	B	512,500	-	332,066	-	-	-	-	26,412	842,978	512,500	1,900	514,400	-	-	1,357,478	363,478
	TOTAL		806,860	2,061,720	447,430	-	-	-	711	107,347	2,624,108	901,542	1,900	1,766,000	-	-	5,269,442	741,566
MARYLAND	STATE ANNUITY BONDS	A	-	-	-	-	-	-	-	-	-	14,730	-	130,000	-	-	144,730	-
	STATE ROADS COMMISSION BONDS	A	-	-	-	-	-	-	11,000	-	1,575,940	106,548	-	580,000	-	-	1,682,488	609,394
	HIGHWAY BONDS	A	678,394	886,546	-	-	-	-	-	-	1,564,940	106,548	-	580,000	-	-	2,262,488	609,394
	TOLL BRIDGE AND FERRY BONDS	B	728,330	886,546	-	-	-	-	-	-	1,614,876	133,382	-	1,842,000	-	-	3,456,878	3,456,878
	TOTAL		1,406,724	1,570,924	-	-	-	-	22,000	-	3,179,816	246,478	-	1,842,000	-	-	5,269,312	4,077,598
MASSACHUSETTS	STATE HIGHWAY BONDS	A	36,853	11,872	-	-	-	-	1,561	-	48,286	3,372	-	8,500	-	-	60,158	38,414
	STATE TOLL BRIDGE BONDS	B	-	-	-	-	-	-	277,338	-	277,338	925,625	-	8,500	-	-	1,203,463	1,203,463
	TOTAL		36,853	11,872	-	-	-	-	2,119	-	48,286	3,372	-	16,500	-	-	943,317	1,242,767

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE OBLIGATIONS FOR HIGHWAYS - 1948

RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE

TABLE 38-3, 1948
PAGE 6 OF 3
ISSUED SEPTEMBER 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	OBLIGATIONS		BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1948	RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS					BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1948
	CLASSI- FICATION 2/	ISSUE		HIGWAY- USER REVENUES	TOLLS	GENERAL FUND APPRO- PRIA- TIONS AND PROPERTY TAXES	CONTRI- BUTIONS FROM LOCAL GOVERN- MENTS	PROCEEDS OF SALE OF BONDS	NET EARNINGS OF SINKING FUND	MISCEL- LANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINIS- TRATION	REDEMPTIONS			TOTAL DISBURSE- MENTS		
														PAR VALUE 3/	PREMIUM OR DISCOUNT	TOTAL			
MICHIGAN	A	STATE HIGHWAY BONDS	\$279,141	\$3	-	-	-	-	-	\$3	\$1,057	\$3	\$1,060	\$13,000	-	\$13,000	\$14,060	\$265,084	
	B	BRIDGE COMMISSION BONDS	43,005	-	-	-	-	-	-	256,924	35,275	203	35,278	217,000	\$6,990	233,990	259,968	40,761	
		TOTAL	322,146	3	256,924	-	-	-	-	256,927	36,882	206	37,093	230,000	6,990	236,990	274,008	305,845	
MINNESOTA	A	STATE HIGHWAY BONDS	3,088,812	2,678,583	-	-	-	-	\$11,117	2,690,000	263,812	-	263,812	2,895,000	-	2,895,000	3,088,812	2,690,000	
MISSISSIPPI	A	STATE HIGHWAY BONDS	1,718,399	4,248,574	-	-	-	\$48,380	-	4,295,954	1,588,317	-	1,588,317	2,588,000	-	2,588,000	4,176,317	1,838,916	
MISSOURI	A	STATE HIGHWAY BONDS	7,915,000	7,680,910	-	-	-	-	-	7,680,910	1,985,000	6,410	1,991,410	6,000,000	-	6,000,000	7,991,410	7,622,500	
	B	TOLL BRIDGE AUTHORITY BONDS	8,322	123,930	-	-	-	-	-	123,930	5,816	-	5,816	122,000	-	122,000	127,816	4,436	
	C	REIMBURSEMENT OBLIGATIONS ASSUMED	24,849	24,849	-	-	-	-	-	24,849	-	-	-	24,849	-	24,849	24,849	-	
		TOTAL	7,923,322	7,723,759	-	-	-	-	-	7,829,689	1,990,816	6,410	1,997,226	6,146,849	-	6,146,849	8,144,075	7,626,936	
MONTANA	A	STATE HIGHWAY BONDS	237,729	493,750	-	-	-	18,655	-	512,405	39,970	-	39,970	2,000	-	2,000	41,970	708,164	
NEBRASKA	-	NONE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NEVADA	-	NONE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NEW HAMPSHIRE	A	STATE HIGHWAY BONDS	291,197	381,711	-	-	-	-	-	381,711	25,436	-	25,436	325,000	-	325,000	390,436	322,472	
	B	SPECIAL STATE ISSUES FOR BRIDGES	-	600	-	-	-	-	-	600	-	-	-	-	-	-	600	-	
	C	SPECIAL CONSTRUCTION ISSUES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	D	STATE TOLL BRIDGE SHARE	-	490,559	-	-	-	-	-	490,559	37,859	-	37,859	452,700	-	452,700	490,559	-	
	E	STATE TOLL BRIDGE BONDS	292,990	163,981	-	-	-	-	1,000	166,768	12,165	-	12,165	100,000	-	100,000	112,165	347,593	
	F	TOLL BRIDGE AUTHORITY BONDS	54,000	134,633	-	-	-	-	-	134,633	51,277	-	51,277	64,000	-	64,000	115,277	73,356	
	G	STATE ISSUES FOR LOCAL ROADS	-	265,242	-	-	-	-	-	265,242	17,942	-	17,942	247,300	-	247,300	265,242	-	
		TOTAL	637,887	1,135,112	-	-	-	2,187	-	1,433,513	145,279	-	145,279	1,169,000	-	1,169,000	1,331,219	743,121	
NEW JERSEY	A	STATE HIGHWAY BONDS	21,019,148	2,364,793	-	-	-	\$416,593	-	2,761,366	1,904,965	3,873	1,908,838	898,000	-	898,000	2,734,836	21,064,096	
	B	TOLL BRIDGE AUTHORITY BONDS	352,380	373,531	-	-	-	-	-	373,531	22,421	-	22,421	333,000	-	333,000	355,426	369,046	
	C	STATE ISSUES FOR LOCAL ROADS	50,000	1,925,512	-	-	-	-	-	1,925,512	1,012,512	-	1,012,512	152,000	-	152,000	2,022,512	210,000	
	D	TOTAL	21,421,528	3,737,531	-	-	-	\$416,593	-	3,660,409	2,939,898	3,873	2,943,771	1,313,000	-	1,313,000	3,385,815	21,643,142	
NEW MEXICO	A	STATE HIGHWAY BONDS	210,921	2,124,937	-	-	-	17,063	-	2,142,000	525,450	2,000	527,450	1,378,000	-	1,378,000	1,905,450	447,471	
NEW YORK	A	STATE HIGHWAY BONDS	59,209,694	3,352,730	-	-	-	-	-	5,213,612	3,775,000	-	3,775,000	400,000	-	400,000	4,175,000	60,248,306	
	B	GRADE CROSSING ELIMINATION BONDS	805,356	4,491,407	-	-	-	-	2,434,904	6,936,239	2,963,307	-	2,963,307	3,900,000	-	3,900,000	6,863,307	878,288	
	C	GENERAL STATE IMPROVEMENT BONDS	-	1,673,957	-	-	-	-	-	1,673,957	394,867	-	394,867	1,278,970	-	1,278,970	1,673,957	-	
	D	STATE PARK ROAD BONDS	46,400	46,400	-	-	-	-	-	46,400	6,400	-	6,400	618,000	-	618,000	46,400	-	
	E	TOLL AUTHORITY BONDS	-	1,629,890	-	-	-	-	-	1,629,890	562,824	-	562,824	618,000	-	618,000	1,180,824	2,153,062	
		TOTAL	61,731,617	9,544,944	-	-	-	1,819,797	-	15,500,098	7,708,278	9,326	7,717,604	6,236,970	-	6,236,970	13,952,059	63,279,656	
NORTH CAROLINA	A	STATE HIGHWAY BONDS	15,903,193	7,721,020	-	-	-	262,688	-	7,983,108	1,696,020	-	1,696,020	5,025,000	-	5,025,000	6,721,020	17,165,281	
NORTH DAKOTA	A	STATE HIGHWAY BONDS	304,238	-	-	-	-	-	-	-	4,468	-	4,468	-	-	-	4,468	299,770	
OHIO	B	BRIDGE COMMISSION BONDS	423,070	-	-	-	-	-	-	230,913	17,959	-	17,959	490,000	-	490,000	507,959	146,024	
OKLAHOMA	-	NONE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
OREGON	A	STATE HIGHWAY BONDS	-	604,488	-	-	-	-	-	604,488	104,110	378	104,488	500,000	-	500,000	604,488	-	
PENNSYLVANIA	A	STATE HIGHWAY BONDS	23,628,953	5,138,206	-	-	-	568,082	-	5,706,288	1,979,100	15,000	1,994,100	2,000,000	-	2,000,000	3,994,100	25,340,841	
	B	DELAWARE RIVER JOINT COMMISSION BONDS	999,271	-	-	-	-	-	-	2,576,125	295,595	-	295,595	1,700,000	-	1,700,000	1,995,595	1,579,811	
	C	TURNPIKE AUTHORITY BONDS	3,420,272	-	-	-	-	-	-	2,895,232	2,895,232	-	2,895,232	-	-	-	2,895,232	59,310,691	
	D	TOTAL	28,048,496	5,138,206	-	-	-	598,153	-	8,601,645	5,174,219	15,000	5,189,219	3,700,000	-	3,700,000	8,842,219	86,231,343	
RHODE ISLAND	A	SPECIAL STATE BRIDGE ISSUES	1,011,488	215,092	-	-	-	40,536	-	255,688	185,460	-	185,460	-	-	-	185,460	1,081,616	
	B	JACKSON BRIDGE COMMISSION BONDS	164,116	101,538	-	-	-	-	-	101,538	72,320	-	72,320	-	-	-	72,320	193,150	
		TOTAL	1,175,604	215,092	-	-	-	40,536	-	357,226	257,780	-	257,780	-	-	-	257,780	1,274,766	
SOUTH CAROLINA	A	STATE HIGHWAY BONDS	4,553,449	7,475,089	-	-	-	74,133	-	7,625,598	1,290,860	21,837	1,312,697	5,745,000	-	5,745,000	7,057,697	5,121,550	
	B	REIMBURSEMENT OBLIGATIONS ASSUMED	18,000	-	-	-	-	-	-	945,282	122,507	-	122,507	832,475	-	832,475	954,982	9,000	
	C	TOTAL	4,571,449	8,421,011	-	-	-	74,133	-	8,571,580	1,413,367	21,837	1,435,204	6,577,475	-	6,577,475	8,012,679	5,130,550	

STATE OBLIGATIONS FOR HIGHWAYS - 1948																	
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE																	
COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES																	
STATE	OBLIGATIONS		RECEIPTS APPLICABLE TO DEBT SERVICE							DISBURSEMENTS					BALANCE IN SINKING FUND OR DEBT RESERVE OCTOBER 31, 1948		
	CLASSIFICATION	ISSUE	BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1948	TOLLS	GENERAL APPROPRIATIONS AND PROPERTY TAXES	CONTRIBUTIONS FROM LOCAL GOVERNMENTS	PROCEEDS FROM SALE OF BONDS	NET EARNINGS OF SINKING FUND	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION	REDEMPTIONS			TOTAL OBLIGATIONS	
													HIGHWAY-USER REVENUES	GENERAL			CONTRIBUTIONS FROM LOCAL GOVERNMENTS
SOUTH DAKOTA	NONE		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TENNESSEE	A	STATE HIGHWAY BONDS	42,212,932	-	-	-	-	-	11,108	4,780,191	423,357	43,028	456,395	425,000	-	425,000	4,951,395
	B	STATE ISSUES FOR REIMBURSEMENT	4,060,662	-	-	-	-	-	74,013	857,510	7,135	862,675	378,000	-	378,000	1,240,675	
	C	STATE TOLL BRIDGE BONDS	1,116,000	-	-	-	-	-	36,315	2,028,775	84,945	630	85,775	1,114,000	-	1,114,000	
	D	REIMBURSEMENT OBLIGATIONS ASSUMED	377,554	-	-	-	-	-	6,563	759,141	108,533	1,193	109,726	953,917	-	953,917	
	TOTAL		3,706,466	-	-	-	-	-	4/ 380,999	7,710,982	1,472,375	12,386	1,484,761	2,480,917	-	2,480,917	7,451,790
TEXAS	C	REIMBURSEMENT OBLIGATIONS ASSUMED	7,234,743	-	-	1124,992	9,340	154	7,752,744	2,230,096	45,051	2,275,147	5,919,163	-	5,919,163	8,194,310	6,793,177
UTAH	NONE		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VERMONT	A	MISSISSQUOI BAY BRIDGE BONDS	16,960	-	-	-	-	-	-	18,480	4,960	-	4,960	14,000	-	14,000	16,460
	D	STATE ISSUES FOR LOCAL ROADS	411,495	-	-	-	-	-	-	411,495	23,291	-	23,291	421,978	-	421,978	445,504
	TOTAL		429,975	-	-	-	-	-	-	429,975	28,251	-	28,251	435,978	-	435,978	442,984
VIRGINIA	NONE		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WASHINGTON	A	STATE HIGHWAY BONDS	372,137	-	-	-	-	-	8,692	11,542	11,542	-	11,542	60,786	-	60,786	308,501
	B	TOLL BRIDGE AUTHORITY BONDS	1,488,408	-	-	-	-	-	2,893,895	415,875	31,242	-	453,117	1,221,100	-	1,221,100	2,643,016
	C	REIMBURSEMENT OBLIGATIONS ASSUMED	-	-	-	-	-	-	16,993	2,993	-	-	14,000	16,993	-	16,993	422,052
	D	STATE ISSUES FOR LOCAL ROADS	559,113	-	-	-	-	-	11,893	15,791	-	-	83,160	98,951	-	98,951	3,370,632
	TOTAL		2,399,658	-	-	-	-	-	11,585	446,201	31,242	-	483,443	1,379,046	-	1,379,046	4,822,055
WEST VIRGINIA	A	STATE HIGHWAY BONDS	4,229,540	-	-	-	5,562	90,890	7,385,070	1,516,024	3,498	1,519,522	6,263,000	-	6,263,000	3,932,068	
	B	STATE TOLL BRIDGE BONDS	5,047,674	-	-	-	8,790	466,641	85,077	85,077	-	-	399,850	830	-	484,927	799,808
	TOTAL		7,288,298	-	-	-	5,882	99,686	7,851,691	1,601,101	3,498	-	1,604,599	6,662,850	-	6,662,850	4,631,876
WISCONSIN	C	REIMBURSEMENT OBLIGATIONS ASSUMED	356,050	-	-	-	-	-	356,050	-	-	-	356,050	-	356,050	-	-
WYOMING	A	STATE HIGHWAY BONDS	277,900	-	-	-	-	-	-	277,900	21,900	-	21,900	250,000	-	250,000	277,900
SUMMARY	A	STATE HIGHWAY AND BRIDGE BONDS	178,682,673	-	-	51,013	441,451	11,122,965	107,755,482	35,663,066	160,610	35,823,676	65,221,996	680	65,222,676	101,046,312	169,391,653
	B	TOLL ROAD AND BRIDGE BONDS	20,632,779	-	-	-	65,372,287	802,991	99,135,894	8,119,268	293,407	293,407	20,531,000	-	20,531,000	20,823,294	86,561,710
	C	REIMBURSEMENT OBLIGATIONS ASSUMED	8,492,167	-	-	124,992	406,240	6,717	19,920,511	3,079,191	55,069	-	3,130,260	11,536,125	-	11,536,125	1,736,293
	D	TOTAL FOR STATE ROADS AND BRIDGES	207,807,619	-	-	176,005	66,225,978	3,686,421	222,811,897	46,851,519	474,086	-	47,331,605	103,299,081	292,974	103,592,055	190,823,660
	STATE ISSUES FOR LOCAL ROADS		999,391	-	-	-	-	-	1,141,142	197,536	-	-	197,536	904,438	-	904,438	1,101,574
GRAND TOTAL		208,807,010	-	-	176,005	66,225,978	3,998,314	11,932,633	223,953,039	47,055,055	474,086	47,331,611	104,203,519	292,974	104,496,493	192,025,631	280,734,415

1/ SEE TABLE 58-1 FOR GENERAL NOTE ON 58 SERIES.

2/ FOR PURPOSES OF THIS ANALYSIS, BOND ISSUES HAVE BEEN CLASSIFIED IN ACCORDANCE WITH THE TYPES OF ISSUES SUMMARIZED ON SHEET 3.

3/ DIFFERENCES BETWEEN REDEMPTIONS REPORTED IN THIS COLUMN AND ON TABLE 58-2 ARE CAUSED BY JANUARY 1 MATURITIES PAID IN OCTOBER.

TABLE 58-2 REPORTS SUCH REDEMPTIONS IN THE YEAR DUE, WHILE 58-3 REPORTS THEM IN THE YEAR PAID.

4/ CALIFORNIA, RENTALS \$441,702; CONNECTICUT, RENTALS AND ROYALTIES \$193,707; LOUISIANA, SEVERANCE TAX \$8,402,281, RAILROAD RENTALS \$195,622; MAINE, RENTALS \$88,373; MISCELLANEOUS \$18,934; NEW YORK, RAILROAD RENTALS \$2,434,904; TENNESSEE, RENTAL AND SALE OF LAND \$130,999.

5/ NOT INCLUDED IN OTHER 58 TABLES.

STATE OBLIGATIONS FOR HIGHWAYS-1948

FUTURE DEBT SERVICE REQUIREMENTS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSTABLE 806-5, 1948
SHEET 1 OF 4
ISSUED SEPTEMBER 1949
COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	CLASS OF OBLIGATION	SERIAL OR TYPE	1949			1950			1951			1952			1953		
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
ALABAMA	STATE HIGHWAY BONDS FLORENCE BRIDGE BONDS BRIDGE FINANCE CORPORATION BONDS TOTAL	S	\$1,882,000	\$224,113	\$2,106,113	\$1,932,000	\$245,970	\$2,177,970	\$1,932,000	\$245,970	\$2,177,970	\$1,932,000	\$245,970	\$2,177,970	\$1,932,000	\$245,970	\$2,177,970
		S	60,000	4,150	64,150	60,000	4,150	64,150	60,000	4,150	64,150	60,000	4,150	64,150	60,000	4,150	64,150
		S	852,000	33,180	885,180	852,000	28,612	880,612	852,000	28,612	880,612	852,000	28,612	880,612	852,000	28,612	880,612
		T	2,424,000	95,443	2,519,443	2,434,000	878,682	3,312,682	2,434,000	878,682	3,312,682	2,434,000	878,682	3,312,682	2,434,000	878,682	3,312,682
ARKANSAS	STATE HIGHWAY BONDS STATE ISSUES FOR REIMBURSEMENT TOTAL	S-T	2,262,892	2,505,173	4,768,065	2,336,559	2,430,431	4,766,990	2,336,559	2,430,431	4,766,990	2,336,559	2,430,431	4,766,990	2,336,559	2,430,431	4,766,990
		S-T	1,116,108	1,235,605	2,351,713	1,152,441	1,159,478	2,311,919	1,152,441	1,159,478	2,311,919	1,152,441	1,159,478	2,311,919	1,152,441	1,159,478	2,311,919
		S	3,379,000	3,740,778	7,119,778	3,459,000	3,659,173	7,118,173	3,459,000	3,659,173	7,118,173	3,459,000	3,659,173	7,118,173	3,459,000	3,659,173	7,118,173
		T	6,645,892	6,481,496	13,127,388	6,951,999	7,249,082	14,201,081	6,951,999	7,249,082	14,201,081	6,951,999	7,249,082	14,201,081	6,951,999	7,249,082	14,201,081
CALIFORNIA	STATE HIGHWAY BONDS TOLL BRIDGE AUTHORITY BONDS TOTAL	S	1,775,000	1,196,750	2,971,750	1,775,000	1,113,875	2,888,875	1,775,000	1,018,500	2,793,500	1,775,000	993,125	2,768,125	1,775,000	887,750	2,662,750
		S-T	2,732,400	524,336	3,256,736	2,851,836	602,336	3,454,172	2,851,836	536,132	3,387,968	2,851,836	536,132	3,387,968	2,851,836	536,132	3,387,968
		S	1,894,000	1,094,000	2,988,000	1,894,000	1,094,000	2,988,000	1,894,000	1,094,000	2,988,000	1,894,000	1,094,000	2,988,000	1,894,000	1,094,000	2,988,000
		T	4,507,400	2,814,086	7,321,486	4,745,836	2,706,211	7,452,047	4,745,836	1,614,632	6,360,468	4,745,836	1,614,632	6,360,468	4,745,836	1,614,632	6,360,468
COLORADO	STATE HIGHWAY BONDS TOLL ROAD AND BRIDGE BONDS REIMBURSEMENT OBLIGATIONS ASSUMED TOTAL	S	1,695,000	271,462	1,966,462	1,725,000	228,163	1,953,163	1,725,000	177,269	1,902,269	1,725,000	126,156	1,851,156	1,725,000	75,000	1,800,000
		S	880,000	240,487	1,120,487	1,005,000	228,538	1,233,538	1,005,000	216,137	1,221,137	1,005,000	204,138	1,209,138	1,005,000	191,937	1,196,937
		S	1,000,000	49,010	1,049,010	1,020,000	32,410	1,052,410	1,020,000	32,410	1,052,410	1,020,000	32,410	1,052,410	1,020,000	32,410	1,052,410
		T	3,575,000	560,959	4,135,959	3,745,000	260,948	4,005,948	3,745,000	231,247	3,976,247	3,745,000	209,108	3,954,108	3,745,000	194,347	3,939,347
DELAWARE	REIMBURSEMENT OBLIGATIONS ASSUMED DELAWARE MEMORIAL BRIDGE REVENUE BONDS TOTAL	S-T	250,000	98,152	348,152	250,000	89,119	339,119	250,000	86,115	336,115	250,000	85,117	335,117	250,000	84,117	334,117
		S	250,000	98,152	348,152	250,000	89,119	339,119	250,000	86,115	336,115	250,000	85,117	335,117	250,000	84,117	334,117
		T	1,873,233	1,787,531	3,660,764	1,889,333	1,771,224	3,660,557	1,889,333	1,758,832	3,648,165	1,889,333	1,746,178	3,635,511	1,889,333	1,737,524	3,626,857
		T	2,123,233	1,885,683	4,008,916	2,139,333	1,860,046	3,999,379	2,139,333	1,764,947	3,904,280	2,139,333	1,764,178	3,903,511	2,139,333	1,764,178	3,903,511
FLORIDA	SPECIAL BRIDGE OBLIGATIONS ASSUMED STATE IMPROVEMENT COMMISSION COUNTY ROAD REVENUE BONDS TOLL ROAD AND BRIDGE BONDS TOTAL	S	228,000	142,180	370,180	236,000	134,004	370,004	236,000	126,232	362,232	236,000	117,422	353,422	236,000	106,889	342,889
		S	247,000	142,180	389,180	255,000	134,004	389,004	255,000	126,232	381,232	255,000	117,422	372,422	255,000	106,889	361,889
		S	195,000	90,259	285,259	200,000	87,533	287,533	200,000	85,532	285,532	200,000	84,532	284,532	200,000	83,532	283,532
		T	670,000	374,619	1,044,619	731,000	355,537	1,086,537	731,000	355,537	1,086,537	731,000	355,537	1,086,537	731,000	355,537	1,086,537
GEORGIA	STATE ISSUES FOR REIMBURSEMENT STATE HIGHWAY BONDS TOLL BRIDGE BONDS TOTAL	S	6,000,000	2,760,000	8,760,000	6,000,000	2,520,000	8,520,000	6,000,000	2,480,000	8,480,000	6,000,000	2,440,000	8,440,000	6,000,000	2,400,000	8,400,000
		S-T	173,156	57,300	230,456	173,156	57,300	230,456	173,156	57,300	230,456	173,156	57,300	230,456	173,156	57,300	230,456
		S	6,173,156	2,817,300	8,990,456	6,173,156	2,577,300	8,750,456	6,173,156	2,522,700	8,695,856	6,173,156	2,487,300	8,642,456	6,173,156	2,447,300	8,594,456
		T	6,846,156	2,874,600	9,720,756	6,846,156	2,627,300	9,473,456	6,846,156	2,579,700	9,425,556	6,846,156	2,544,600	9,377,056	6,846,156	2,504,600	9,354,056
IDAHO	REIMBURSEMENT OBLIGATIONS ASSUMED STATE HIGHWAY BONDS REIMBURSEMENT OBLIGATIONS ASSUMED TOTAL	S	6,987,000	173,174	7,160,174	6,987,000	173,174	7,160,174	6,987,000	173,174	7,160,174	6,987,000	173,174	7,160,174	6,987,000	173,174	7,160,174
		S	97,000	3,880	100,880	97,000	3,880	100,880	97,000	3,880	100,880	97,000	3,880	100,880	97,000	3,880	100,880
		S	1,097,000	3,880	1,100,880	1,097,000	3,880	1,100,880	1,097,000	3,880	1,100,880	1,097,000	3,880	1,100,880	1,097,000	3,880	1,100,880
		T	8,184,000	177,054	8,361,054	8,184,000	177,054	8,361,054	8,184,000	177,054	8,361,054	8,184,000	177,054	8,361,054	8,184,000	177,054	8,361,054
KANSAS	STATE ISSUES FOR TOLL BRIDGES STATE HIGHWAY BONDS TOLL BRIDGE BONDS TOTAL	S-T	115,000	31,439	146,439	115,000	31,439	146,439	115,000	31,439	146,439	115,000	31,439	146,439	115,000	31,439	146,439
		S	5,310,000	3,735,564	9,045,564	5,310,000	3,735,564	9,045,564	5,310,000	3,735,564	9,045,564	5,310,000	3,735,564	9,045,564	5,310,000	3,735,564	9,045,564
		S	1,659,000	306,422	1,965,422	1,659,000	253,900	1,912,900	1,659,000	253,900	1,912,900	1,659,000	253,900	1,912,900	1,659,000	253,900	1,912,900
		T	255,830	512,830	768,660	255,830	512,830	768,660	255,830	512,830	768,660	255,830	512,830	768,660	255,830	512,830	768,660
KENTUCKY	STATE ANNUITY AND ROAD COMMISSION BONDS STATE POLICE COMMISSION TOLL BRIDGE BONDS TOTAL	S	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488
		S	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488
		S	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488
		T	1,464,000	212,976	1,676,976	1,464,000	212,976	1,676,976	1,464,000	212,976	1,676,976	1,464,000	212,976	1,676,976	1,464,000	212,976	1,676,976
LOUISIANA	STATE HIGHWAY BONDS STATE ISSUES FOR TOLL BRIDGES TURNPIKE AUTHORITY BONDS TOTAL	S	1,659,000	306,422	1,965,422	1,659,000	253,900	1,912,900	1,659,000	253,900	1,912,900	1,659,000	253,900	1,912,900	1,659,000	253,900	1,912,900
		S	1,659,000	306,422	1,965,422	1,659,000	253,900	1,912,900	1,659,000	253,900	1,912,900	1,659,000	253,900	1,912,900	1,659,000	253,900	1,912,900
		S	1,659,000	306,422	1,965,422	1,659,000	253,900	1,912,900	1,659,000	253,900	1,912,900	1,659,000	253,900	1,912,900	1,659,000	253,900	1,912,900
		T	3,318,000	612,844	3,930,844	3,318,000	507,800	3,825,800	3,318,000	507,800	3,825,800	3,318,000	507,800	3,825,800	3,318,000	507,800	3,825,800
MAINE	STATE ANNUITY AND ROAD COMMISSION BONDS STATE POLICE COMMISSION TOLL BRIDGE BONDS TOTAL	S	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488
		S	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488
		S	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488	732,000	106,488	838,488
		T	1,464,000	212,976	1,676,976	1,464,000	212,976	1,676,976	1,464,000	212,976	1,676,976	1,464,000	212,976	1,676,976	1,464,000	212,976	1,676,976
MARYLAND	STATE HIGHWAY BONDS TOLL BRIDGE BONDS TOTAL	S-T	6,500	2,437	8,937	6,500	2,437	8,937	6,500	2,437	8,937	6,500	2,437	8,937	6,500	2,437	8,937
		S	6,500	2,437	8,937	6,500	2,437	8,937	6,500	2,437	8,937	6,500	2,437	8,937	6,500	2,437	8,937
		S	6,500	2,437	8,937	6,500	2,437	8,937	6,500	2,437	8,937	6,500	2,437	8,937	6,500	2,437	8,937

STATE OBLIGATIONS FOR HIGHWAYS-1948																	
FUTURE DEBT SERVICE REQUIREMENTS																	
COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES																	
STATE	CLASS OF OBLIGATION	SERIAL OR TERM	1949			1950			1951			1952			1953		
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
NEW JERSEY	STATE HIGHWAY BONDS 10/	S	\$580,000	\$1,527,550	\$2,067,550	\$660,000	\$1,107,650	\$1,767,650	\$680,000	\$684,038	\$1,364,038	\$710,000	\$661,088	\$1,371,088	\$730,000	\$636,425	\$1,366,425
	SPECIAL CONSTRUCTION BONDS 11/	S-T	485,000	984,325	1,469,325	500,000	840,100	1,340,100	525,000	821,200	1,346,200	550,000	801,250	1,351,250	570,000	808,032	1,378,032
	TOTAL FOR STATE HIGHWAYS	S	1,065,000	1,989,875	2,954,875	1,160,000	1,947,750	2,717,750	1,205,000	1,505,238	2,710,238	1,260,000	1,462,338	2,722,338	1,300,000	1,444,457	2,744,457
	STATE BONDS FOR LOCAL HIGHWAYS	S	154,000	289,819	443,819	156,000	287,037	443,037	156,000	287,037	443,037	156,000	287,037	443,037	156,000	287,037	443,037
NEW MEXICO	DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION BONDS	S	1,000,000	35,253	1,035,253	1,100,000	35,253	1,135,253	1,100,000	35,253	1,135,253	1,100,000	35,253	1,135,253	1,100,000	35,253	1,135,253
	TOTAL	S	1,295,000	2,137,271	3,432,271	1,430,000	1,592,170	3,022,170	1,470,000	1,243,269	2,713,269	1,580,000	1,192,958	2,772,958	1,590,000	1,140,147	2,730,147
	STATE HIGHWAY BONDS	S	1,458,000	562,048	2,020,048	1,728,000	436,232	2,204,232	1,500,000	444,180	1,944,180	1,985,000	396,688	2,381,688	1,875,000	341,906	2,216,906
	TOTAL	S	2,753,000	2,701,319	5,454,319	3,158,000	2,028,402	5,186,402	3,000,000	1,688,462	4,688,462	3,565,000	1,589,646	5,154,646	3,465,000	1,482,052	4,947,052
NEW YORK	STATE HIGHWAY BONDS 11/	S-T	2,605,000	4,500,000	7,105,000	2,650,000	4,300,000	6,950,000	2,650,000	4,100,000	6,750,000	2,650,000	4,050,000	6,700,000	2,650,000	3,900,000	6,550,000
	SPECIAL CONSTRUCTION BONDS 12/	S	3,960,000	2,814,238	6,774,238	3,900,000	2,777,188	6,677,188	3,850,000	2,740,138	6,590,138	3,800,000	2,705,088	6,505,088	3,750,000	2,670,038	6,420,038
	STATE BONDS FOR BRIDGES AND GRADE CROSSINGS	S-T	1,100,000	1,100,000	2,200,000	1,100,000	1,100,000	2,200,000	1,100,000	1,100,000	2,200,000	1,100,000	1,100,000	2,200,000	1,100,000	1,100,000	2,200,000
	TOLL AUTHORITY BONDS 13/	S-T	1,300,000	330,215	1,630,215	1,300,000	330,215	1,630,215	1,300,000	330,215	1,630,215	1,300,000	330,215	1,630,215	1,300,000	330,215	1,630,215
NORTH CAROLINA	TOTAL	S	7,073,000	9,604,253	16,677,253	7,050,000	9,467,433	16,517,433	7,000,000	9,260,433	16,260,433	6,950,000	9,015,333	15,965,333	6,900,000	8,980,253	15,880,253
	STATE HIGHWAY BONDS 14/	S	4,025,000	1,597,804	5,622,804	2,575,000	1,462,801	4,037,801	3,072,000	1,368,458	4,440,458	2,600,000	1,252,218	3,852,218	2,400,000	1,157,655	3,557,655
	STATE HIGHWAY BONDS	S	1,125,000	9,750	1,134,750	600,000	15,750	615,750	500,000	24,750	524,750	400,000	22,500	422,500	300,000	14,250	314,250
	BRIDGE COMMISSION BONDS 15/	S	-	16,425	16,425	-	16,425	16,425	-	16,425	16,425	-	16,425	16,425	-	16,425	16,425
OHIO	STATE HIGHWAY BONDS	S	425,000	86,297	511,297	325,000	72,172	397,172	275,000	62,047	337,047	275,000	52,984	327,984	275,000	43,922	318,922
	STATE HIGHWAY BONDS 16/	S-T	3,113,806	1,856,900	4,969,706	2,729,904	1,658,404	4,388,308	2,729,904	1,658,404	4,388,308	2,729,904	1,658,404	4,388,308	2,729,904	1,658,404	4,388,308
	TURNPIKE AUTHORITY BONDS	S-T	2,175,000	3,885,000	6,060,000	2,175,000	3,885,000	6,060,000	2,175,000	3,885,000	6,060,000	2,175,000	3,885,000	6,060,000	2,175,000	3,885,000	6,060,000
	DELAWARE RIVER JOINT COMMISSION BONDS	S-T	850,000	128,500	978,500	850,000	128,500	978,500	850,000	128,500	978,500	850,000	128,500	978,500	850,000	128,500	978,500
PENNSYLVANIA	TOTAL	S	6,568,806	10,054,702	16,623,508	6,074,904	5,815,650	11,890,554	5,924,904	5,184,971	11,109,875	5,824,904	5,184,971	11,009,875	5,724,904	5,184,971	10,909,875
	STATE HIGHWAY BONDS	S	2,991	185,460	188,451	20,501	185,460	205,961	20,501	185,460	205,961	20,501	185,460	205,961	20,501	185,460	205,961
	SPECIAL STATE BONDS FOR BRIDGES	T	20,501	185,460	205,961	20,501	185,460	205,961	20,501	185,460	205,961	20,501	185,460	205,961	20,501	185,460	205,961
	JACKSON RIVER COMMISSION BONDS	S	50,000	42,000	92,000	50,000	42,000	92,000	50,000	42,000	92,000	50,000	42,000	92,000	50,000	42,000	92,000
RHODE ISLAND	TOTAL	S	79,501	227,460	306,961	70,501	227,460	297,961	70,501	227,460	297,961	70,501	227,460	297,961	70,501	227,460	297,961
	STATE HIGHWAY BONDS	S	5,098,000	1,372,559	6,470,559	5,285,000	1,206,388	6,491,388	5,285,000	1,206,388	6,491,388	5,285,000	1,206,388	6,491,388	5,285,000	1,206,388	6,491,388
	STATE BONDS FOR REIMBURSEMENT	S	1,187,000	1,187,000	2,374,000	1,187,000	1,187,000	2,374,000	1,187,000	1,187,000	2,374,000	1,187,000	1,187,000	2,374,000	1,187,000	1,187,000	2,374,000
	TOTAL STATE BONDS	S	6,285,000	2,559,559	8,844,559	6,472,000	2,393,388	8,865,388	6,472,000	2,393,388	8,865,388	6,472,000	2,393,388	8,865,388	6,472,000	2,393,388	8,865,388
SOUTH CAROLINA	REIMBURSEMENT OBLIGATIONS ASSUMED	S	6,124,475	1,527,661	7,652,136	6,311,345	1,229,107	7,540,452	6,311,345	1,229,107	7,540,452	6,311,345	1,229,107	7,540,452	6,311,345	1,229,107	7,540,452
	TOTAL	S	6,857,475	1,527,661	8,385,136	6,911,345	1,229,107	8,140,452	6,911,345	1,229,107	8,140,452	6,911,345	1,229,107	8,140,452	6,911,345	1,229,107	8,140,452
	STATE HIGHWAY BONDS	S	27,000	420,220	447,220	27,000	420,220	447,220	27,000	420,220	447,220	27,000	420,220	447,220	27,000	420,220	447,220
	STATE BONDS FOR TOLL BRIDGES	S	1,985,000	1,985,000	3,970,000	1,985,000	1,985,000	3,970,000	1,985,000	1,985,000	3,970,000	1,985,000	1,985,000	3,970,000	1,985,000	1,985,000	3,970,000
TENNESSEE 9/	TOTAL STATE BONDS	S	2,012,000	2,405,220	4,417,220	2,012,000	2,405,220	4,417,220	2,012,000	2,405,220	4,417,220	2,012,000	2,405,220	4,417,220	2,012,000	2,405,220	4,417,220
	STATE ISSUES FOR REIMBURSEMENT	S	6,385,000	769,911	7,154,911	6,385,000	769,911	7,154,911	6,385,000	769,911	7,154,911	6,385,000	769,911	7,154,911	6,385,000	769,911	7,154,911
	TOTAL	S	8,355,000	1,259,136	9,614,136	8,355,000	1,259,136	9,614,136	8,355,000	1,259,136	9,614,136	8,355,000	1,259,136	9,614,136	8,355,000	1,259,136	9,614,136
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	5,612,140	1,946,977	7,559,117	5,612,140	1,946,977	7,559,117	5,612,140	1,946,977	7,559,117	5,612,140	1,946,977	7,559,117	5,612,140	1,946,977	7,559,117
TEXAS	STATE BRIDGE ISSUE	S	14,000	4,200	18,200	14,000	4,200	18,200	14,000	4,200	18,200	14,000	4,200	18,200	14,000	4,200	18,200
	STATE ISSUES FOR LOCAL ROADS	S	14,000	4,200	18,200	14,000	4,200	18,200	14,000	4,200	18,200	14,000	4,200	18,200	14,000	4,200	18,200
	TOTAL	S	28,000	8,400	36,400	28,000	8,400	36,400	28,000	8,400	36,400	28,000	8,400	36,400	28,000	8,400	36,400
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	5,612,140	1,946,977	7,559,117	5,612,140	1,946,977	7,559,117	5,612,140	1,946,977	7,559,117	5,612,140	1,946,977	7,559,117	5,612,140	1,946,977	7,559,117
VERMONT	STATE BRIDGE ISSUE	S	14,000	4,200	18,200	14,000	4,200	18,200	14,000	4,200	18,200	14,000	4,200	18,200	14,000	4,200	18,200
	STATE ISSUES FOR LOCAL ROADS	S	14,000	4,200	18,200	14,000	4,200	18,200	14,000	4,200	18,200	14,000	4,200	18,200	14,000	4,200	18,200
	TOTAL	S	28,000	8,400	36,400	28,000	8,400	36,400	28,000	8,400	36,400	28,000	8,400	36,400	28,000	8,400	36,400
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	5,612,140	1,946,977	7,559,117	5,612,140	1,946,977	7,559,117	5,612,140	1,946,977	7,559,117	5,612,140	1,946,977	7,559,117	5,612,140	1,946,977	7,559,117
WASHINGTON	SPECIAL CONSTRUCTION ISSUES STATE HIGH AY SHARE 1/	T	2,012,000	2,012,000	4,024,000	-	-	-	-	-	-	-	-	-	-	-	-
	TOLL BRIDGE AUTHORITY BONDS	S	11,000	11,000	22,000	11,000	11,000	22,000	11,000	11,000	22,000	11,000	11,000	22,000	11,000	11,000	22,000
	REIMBURSEMENT OBLIGATIONS ASSUMED	T	2,012,000	2,012,000	4,024,000	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	S	2,012,000	2,012,000	4,024,000	11,000	11,000	22,000	11,000	11,000	22,000	11,000	11,000	22,000	11,000	11,000	22,000
WEST VIRGINIA	STATE HIGHWAY BONDS	S	4,515,000	7,012,045	11,527,045	5,270,000	4,951,940	10,221,940	4,955,000	4,088,415	9,043,415	5,195,000	3,972,860	9,167,860	4,515,000	3,857,415	8,372,415
	STATE BONDS FOR TOLL BRIDGES	S	5,945,000	1,415,511	7,360,511	5,991,000	1,224,598	7,215,598									

STATE OBLIGATIONS FOR HIGHWAYS FUTURE DEBT SERVICE REQUIREMENTS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TABLE SB-5, 1948
SHEET 3 OF 4
ISSUED SEPTEMBER 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	CLASS OF OBLIGATION	SERIAL TERM 2/	1954			1955			PEAK YEAR 18/			FINAL YEAR			TOTAL, ALL YEARS				
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	YEAR	PRINCIPAL	INTEREST	TOTAL	YEAR	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL 19/	INTEREST	TOTAL
ALABAMA	STATE HIGHWAY BONDS	S	\$1,750,000	\$258,100	\$2,008,100	\$1,684,000	\$453,565	\$2,137,565	1951	\$1,882,000	\$394,413	\$2,276,413	1962	\$600,000	\$25,500	\$625,500	\$21,971,000	\$5,992,328	\$27,963,328
	FLUORENCE BRIDGE BONDS	S	60,000	1,100	61,100	28,000	330	28,330	1955	60,000	4,850	64,850	1955	28,000	350	28,350	388,000	10,200	398,200
	BRIDGE FINANCE CORPORATION BONDS	S	1,610,000	559,290	2,169,290	1,772,000	459,915	2,231,915	1949	1,824,000	955,143	2,779,143	1953	255,000	5,975	260,975	2,432,000	105,247	2,537,247
	TOTAL																		
ARKANSAS 3/	STATE HIGHWAY BONDS	S-T	2,655,333	2,100,350	4,755,683	2,701,723	2,010,631	4,712,354	1949	2,262,899	2,495,173	4,758,072	1972	3,487,761	53,991	3,541,752	79,140,967	30,659,197	109,800,164
	STATE ISSUES FOR REIMBURSEMENT	S-T	1,050,000	1,050,000	2,100,000	1,050,000	1,050,000	2,100,000	1949	1,110,101	1,110,101	2,220,202	1972	1,720,259	26,069	1,746,328	110,175,000	50,350,816	160,525,816
	TOTAL																		
	TOLL BRIDGE AUTHORITY BONDS 4/	S-T	1,775,000	812,375	2,587,375	1,775,000	737,000	2,512,000	1949	1,775,000	1,196,750	2,971,750	1965	1,000,000	45,000	1,045,000	27,450,000	10,052,875	37,502,875
CALIFORNIA	STATE HIGHWAY BONDS	S	1,785,000	24,544	1,809,544	1,785,000	24,544	1,809,544	1951	1,785,000	177,269	1,962,269	1954	1,785,000	24,544	1,809,544	10,710,000	908,000	11,618,000
	TOLL ROAD AND BRIDGE BONDS	S	1,005,000	179,718	1,184,718	1,005,000	167,412	1,172,412	1950	1,005,000	228,538	1,233,538	1979	300,000	1,875	301,875	10,240,000	1,000,000	11,240,000
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	1,005,000	179,718	1,184,718	1,005,000	167,412	1,172,412	1950	1,005,000	228,538	1,233,538	1979	300,000	1,875	301,875	10,240,000	1,000,000	11,240,000
	TOTAL																		
DELAWARE	STATE HIGHWAY BONDS	S-T	250,000	77,133	327,133	250,000	77,133	327,133	1949	250,000	77,133	327,133	1979	25,000	771	25,771	5,021,000	1,316,048	6,337,048
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	180,000	50,887	230,887	160,000	44,387	204,387	1949	190,000	51,452	241,452	1979	25,000	771	25,771	2,860,000	3,053,897	5,913,897
	DECLARER MEMORIAL BRIDGE REVENUE BONDS	T	1,233,333	1,600,000	2,833,333	1,600,000	1,600,000	3,200,000	1949	2,633,333	3,660,000	6,293,333	1978	1,333,333	1,600,000	2,933,333	40,000,000	80,000,000	120,000,000
	TOTAL																		
FLORIDA	SPECIAL BRIDGE OBLIGATIONS ASSUMED	S	298,000	96,473	394,473	242,000	87,846	329,846	1952	300,000	117,422	417,422	1970	25,000	500	25,500	4,276,250	1,299,863	5,576,113
	STATE IMPROVEMENT COMMISSION COUNTY ROAD	S	515,000	209,160	724,160	490,000	191,498	681,498	1954	515,000	209,160	724,160	1968	355,000	11,537	366,537	8,216,000	2,783,100	10,999,100
	TOLL ROAD AND BRIDGE BONDS	S	330,000	67,488	397,488	335,000	61,912	396,912	1958	389,000	293,103	682,103	1972	100,000	3,250	103,250	3,272,000	1,019,413	4,291,413
	TOTAL																		
GEORGIA	SPECIAL ISSUES FOR REIMBURSEMENT 5/	S	6,500,000	1,530,000	8,030,000	6,500,000	1,530,000	8,030,000	1949	6,500,000	1,530,000	8,030,000	1959	7,500,000	430,000	7,930,000	70,070,000	10,587,980	80,657,980
	STATE HIGHWAY BONDS	S-T	1,500,000	330,000	1,830,000	1,500,000	330,000	1,830,000	1957	1,500,000	330,000	1,830,000	1962	1,500,000	330,000	1,830,000	1,272,407	277,226	1,549,633
	TOLL BRIDGE BONDS	S	1,500,000	330,000	1,830,000	1,500,000	330,000	1,830,000	1957	1,500,000	330,000	1,830,000	1962	1,500,000	330,000	1,830,000	74,368,407	17,015,206	91,383,613
	TOTAL																		
ILLINOIS	REIMBURSEMENT OBLIGATIONS ASSUMED	S	1,000,000	100,000	1,100,000	1,000,000	100,000	1,100,000	1949	1,000,000	100,000	1,100,000	1959	1,000,000	100,000	1,100,000	11,290,000	206,405	11,496,405
	STATE HIGHWAY BONDS	S	1,000,000	100,000	1,100,000	1,000,000	100,000	1,100,000	1949	1,000,000	100,000	1,100,000	1959	1,000,000	100,000	1,100,000	97,000	3,880	100,880
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	1,000,000	100,000	1,100,000	1,000,000	100,000	1,100,000	1949	1,000,000	100,000	1,100,000	1957	834,707	3,880	838,587	3,434,707	3,880	3,438,587
	TOTAL																		
IOWA	STATE ISSUES FOR TOLL BRIDGES 6/	S-T	90,000	19,364	109,364	90,000	19,364	109,364	1949	90,000	173,174	263,174	1959	4,500,000	53,501	4,553,501	11,290,000	206,405	11,496,405
	STATE HIGHWAY BONDS	S	90,000	19,364	109,364	90,000	19,364	109,364	1949	90,000	173,174	263,174	1959	4,500,000	53,501	4,553,501	11,290,000	206,405	11,496,405
	STATE HIGHWAY BONDS	S	90,000	19,364	109,364	90,000	19,364	109,364	1949	90,000	173,174	263,174	1959	4,500,000	53,501	4,553,501	11,290,000	206,405	11,496,405
	STATE HIGHWAY BONDS	S	90,000	19,364	109,364	90,000	19,364	109,364	1949	90,000	173,174	263,174	1959	4,500,000	53,501	4,553,501	11,290,000	206,405	11,496,405
KANSAS	STATE HIGHWAY BONDS	S	1,000,000	100,000	1,100,000	1,000,000	100,000	1,100,000	1949	1,000,000	100,000	1,100,000	1959	1,000,000	100,000	1,100,000	97,000	3,880	100,880
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	1,000,000	100,000	1,100,000	1,000,000	100,000	1,100,000	1949	1,000,000	100,000	1,100,000	1957	834,707	3,880	838,587	3,434,707	3,880	3,438,587
	TOTAL																		
	STATE ISSUES FOR TOLL BRIDGES 6/	S-T	90,000	19,364	109,364	90,000	19,364	109,364	1949	90,000	173,174	263,174	1959	4,500,000	53,501	4,553,501	11,290,000	206,405	11,496,405
LOUISIANA	STATE HIGHWAY BONDS	S	911,500	98,000	1,009,500	911,500	98,000	1,009,500	1948	911,500	98,000	1,009,500	1958	100,000	4,000	104,000	8,451,500	1,200,800	9,652,300
	STATE ISSUES FOR TOLL BRIDGES	S	183,000	42,472	225,472	183,000	42,472	225,472	1953	183,000	42,472	225,472	1963	50,375	375	50,750	2,302,000	619,091	2,921,091
	TURNPIKE AUTHORITY BONDS	T	728,500	55,528	784,028	728,500	55,528	784,028	1975	728,500	55,528	784,028	1976	50,000	266,250	316,250	384,432,000	11,059,720	385,491,720
	TOTAL																		
MARYLAND	STATE ANNUITY AND BONDS COMMISSION	S	682,000	35,010	717,010	702,000	23,625	725,625	1951	777,000	73,007	850,007	1955	721,000	12,618	733,618	5,479,000	448,773	5,927,773
	STATE BONDS COMMISSION TOLL BRIDGE BONDS 6/	S-T	1,408,000	1,024,000	2,432,000	1,408,000	1,024,000	2,432,000	1972	1,408,000	1,024,000	2,432,000	1972	76,000	2,463	78,463	37,450,000	17,572,045	55,022,045
	TOTAL																		
	STATE HIGHWAY BONDS	S-T	982,250	220,250	1,202,500	982,250	220,250	1,202,500	1949	982,250	220,250	1,202,500	1956	3,500	70	3,570	27,000,000	24,000,000	51,000,000
MASSACHUSETTS	STATE HIGHWAY BONDS	S-T	882,750	776,450	1,659,200	882,750	776,450	1,659,200	1949	882,750	776,450	1,659,200	1959	882,750	776,450	1,659,200	27,000,000	24,000,000	51,000,000
	TOTAL																		
	STATE HIGHWAY BONDS 7/	S	650,000	112,000	762,000	650,000	112,000	762,000	1950	650,000	112,000	762,000	1957	500,000	97,000	597,000	5,025,000	942,250	5,967,250
	STATE BRIDGE COMMISSION BONDS 8/	S	650,000	112,000	762,000	650,000	112,000	762,000	1950	650,000	112,000	762,000	1957	500,000	97,000	597,000	5,025,000	942,250	5,967,250
MINNESOTA	STATE HIGHWAY BONDS	S	2,532,000	1,316,500	3,848,500	2,619,000	1,229,116	3,848,116	1949	2,500,000	190,000	2,690,000	1952	650,000	8,125	658,125	8,150,000	398,125	8,548,125
	STATE HIGHWAY BONDS 9/	S	4,000,000	101,250	4,101,250	4,000,000	250,250	4,250,250	1950	4,000,000	1,425,425	5,425,425	1957	3,000,000	40,000	3,040,000	63,890,000	19,700,577	83,590,577
	TOLL BRIDGE BONDS	T	4,000,000	405,790	4,405,790	4,000,000	271,850	4,271,850	1949	4,000,000	32,853	4,032,853	1956	32,260	4,540	36,800	45,000,000	30,320	45,030,320
	TOTAL																		
MISSISSIPPI	STATE HIGHWAY BONDS	S	650,000	112,000	762,000	650,000	112,000	762,000	1950	650,000	112,000	762,000	1957	500,000	97,000	597,000	5,025,000	942,250	5,967,250
	STATE HIGHWAY BONDS	S	650,000	112,000	762,000	650,000	112,000	762,000	1950	650,000	112,000	762,000	1957	500,000	97,000	597,000	5,025,000	942,250	5,967,250
	STATE HIGHWAY BONDS	S	650,000	112,000	762,000	650,													

STATE OBLIGATIONS FOR HIGHWAYS-1948

FUTURE DEBT SERVICE REQUIREMENTS 1/

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TABLE B-65, 1948
SHEET 1 OF 1
ISSUED SEPTEMBER 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	CLASS OF OBLIGATION	SERIAL OR TERM	1954				1955				PEAK YEAR 13/				FINAL YEAR				TOTAL, ALL YEARS			
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	YEAR	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL				
NEW JERSEY	STATE HIGHWAY BONDS 10/	S-T	\$760,000	\$610,775	\$1,370,775	\$780,000	\$584,137	\$1,364,137	1949	\$1,557,550	\$2,057,550	1983	\$200,000	\$4,250	\$204,250	\$23,260,000	\$11,273,359	\$34,533,359				
	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE	S	585,000	339,775	924,775	612,000	337,838	949,838	1961	1,987,650	2,524,650	1966	959,000	31,088	990,088	12,222,000	4,804,322	17,026,322				
	TOTAL FOR STATE HIGHWAYS	S	1,345,000	970,550	2,315,550	1,392,000	921,975	2,313,975	1949	3,210,175	3,011,975	1963	80,000	900	80,900	35,582,000	15,777,715	51,359,715				
	STATE ISSUES FOR LOCAL ROADS	S	175,000	110,462	285,462	175,000	104,951	280,951	1963	241,600	254,445	1974	80,000	-	80,000	4,498,000	1,455,464	5,953,464				
	DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION BONDS	S	110,000	4,583	114,583	110,000	2,283	112,283	1949	110,000	125,283	1956	110,000	189	110,189	880,000	983,083	983,083				
	TOTAL		1,690,000	1,085,595	2,775,595	1,690,000	1,089,399	2,780,399	1949	3,427,271	3,427,271				28,960,000	17,092,443	56,052,443					
NEW MEXICO	STATE HIGHWAY BONDS	S	1,875,000	289,250	2,164,250	1,875,000	237,687	2,112,687	1957	2,453,562	2,453,562	1981	500,000	6,250	506,250	22,469,000	3,356,197	26,225,197				
	STATE HIGHWAY BONDS 11/	S-T	2,695,000	350,000	3,045,000	2,695,000	330,000	3,025,000	1949	3,075,000	3,075,000	1971	400,000	10,000	410,000	51,475,000	5,509,150	56,984,150				
NEW YORK	SPECIAL STATE ISSUES FOR BRIDGES AND SPECIAL GRADE CROSSESS	S	3,900,000	2,379,988	6,279,988	3,900,000	2,291,938	6,191,938	1949	6,714,238	6,714,238	1987	500,000	9,500	509,500	121,095,000	48,532,128	169,627,128				
	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE	S	1,268,910	172,940	1,441,850	1,095,970	144,316	1,240,286	1949	1,198,277	1,198,277	1962	279,359	3,143	282,501	13,104,283	2,046,239	15,150,522				
	TOLL AUTHORITY BONDS 12/	S-T	7,723,970	3,203,446	10,927,416	7,723,970	2,941,416	10,665,386	1970	11,596,730	11,596,730	1976	4,241,000	55,880	4,296,880	17,230,000	6,726,340	23,956,340				
	TOTAL		13,952,810	4,756,374	18,709,184	13,952,810	4,377,670	18,326,486	1949	19,511,241	19,511,241				34,831,283	6,874,987	41,706,270					
	STATE HIGHWAY BONDS 13/	S	2,100,000	1,063,405	3,163,405	2,000,000	971,280	2,971,280	1961	6,591,280	6,591,280	1984	824,000	18,540	842,540	38,806,000	13,175,986	51,981,986				
NORTH CAROLINA	STATE HIGHWAY BONDS	S	-	-	-	-	-	-	1949	9,750	9,750	1953	200,000	14,250	214,250	2,925,000	87,000	3,012,000				
NORTH DAKOTA	BRIDGE COMMISSION BONDS 9/	S	-	-	-	-	-	-	1953	675,000	675,000	1953	875,000	11,813	886,813	675,000	59,000	734,000				
OHIO	STATE HIGHWAY BONDS	S	275,000	34,259	309,259	275,000	25,777	300,777	1949	86,797	511,797	1960	75,000	937	75,937	2,859,000	422,359	3,281,359				
	STATE HIGHWAY BONDS 14/	S-T	313,818	80,000	393,818	313,818	80,000	393,818	1949	3,423,866	3,423,866	1954	313,818	80,000	393,818	11,273,357	5,270,700	16,544,057				
	TURNPIKE AUTHORITY BONDS	S	4,375,000	3,777,382	8,152,382	4,375,000	3,777,382	8,152,382	1958	8,251,750	8,251,750	1988	2,775,000	2,600	2,777,600	52,400,000	12,600,000	65,000,000				
	DELAWARE RIVER JOINT COMMISSION BONDS	S-T	2,080,000	1,327,692	3,407,692	2,080,000	1,327,692	3,407,692	1950	12,270,614	12,270,614	1966	1,160,000	147,696	1,307,696	170,213,357	23,471,823	193,685,180				
	TOTAL		6,768,818	4,095,570	10,864,388	6,768,818	4,095,570	10,864,388	1950	25,523,162	25,523,162				170,213,357	23,471,823	193,685,180					
RHODE ISLAND	SPECIAL STATE ISSUES FOR BRIDGES	T	20,501	185,460	205,961	20,501	185,460	205,961	1949	215,051	215,051	1977	82,448	68,780	151,228	812,951	5,015,360	5,828,311				
	JACKSON TOWN BRIDGE COMMISSION BONDS	S	60,000	38,950	98,950	60,000	37,450	97,450	1969	200,000	12,700	212,700	500,000	12,700	512,700	3,038,000	5,694,560	8,732,560				
	TOTAL		80,501	224,410	304,911	80,501	222,910	303,411	1969	215,051	227,750	1977	132,448	81,528	213,976	813,951	5,026,660	5,843,611				
	STATE HIGHWAY BONDS	S	3,200,000	497,495	3,697,495	3,200,000	497,495	3,697,495	1952	6,915,437	6,915,437	1960	1,250,000	24,250	1,274,250	54,381,301	6,659,301	61,040,602				
	STATE ISSUES FOR REDEMPTION	S	6,820,000	509,715	7,329,715	6,820,000	509,715	7,329,715	1949	14,250,498	14,250,498	1964	500,000	2,500	502,500	2,350,500	1,141,500	3,492,000				
TENNESSEE 21/	TOTAL STATE T-SALES	S	375,000	17,351	392,351	375,000	17,351	392,351	1949	6,152,475	6,152,475	1966	1,500,000	24,000	1,524,000	1,476,700	3,435,336	3,435,336				
	REDEMPTION OBLIGATIONS ASSUMED	S	7,195,000	579,226	7,774,226	7,195,000	579,226	7,774,226	1949	14,250,498	14,250,498	1966	62,430,350	7,345,419	69,775,769	69,775,769	69,775,769	69,775,769				
	TOTAL		7,570,000	596,577	8,166,577	7,570,000	596,577	8,166,577	1949	20,402,973	20,402,973				71,250,769	11,880,855	83,131,624					
	STATE HIGHWAY BONDS	S	-	-	-	-	-	-	1958	1,018,612	1,018,612	1958	509,000	19,851	528,851	11,135,000	2,977,445	14,112,445				
	STATE ISSUES FOR TOLL BRIDGES	S	6,001,000	241,200	6,242,200	6,001,000	241,200	6,242,200	1949	7,059,311	7,059,311	1955	2,713,465	86,005	2,800,465	1,748,000	1,748,000	3,548,465				
TEXAS	STATE ISSUES FOR REDEMPTION	S	660,912	660,912	1,321,824	660,912	660,912	1,321,824	1953	11,359,338	11,359,338	1955	901,500	39,400	940,900	22,821,500	3,411,249	26,232,749				
	TOTAL		660,912	660,912	1,321,824	660,912	660,912	1,321,824	1953	11,359,338	11,359,338				23,762,400	3,450,649	27,213,049					
	REDEMPTION OBLIGATIONS ASSUMED	S	3,093,076	908,165	3,991,241	2,693,044	769,090	3,462,134	1949	1,964,977	7,559,977	1977	588,377	21	588,398	4,176,900	11,938,954	53,115,754				
	SPECIAL BRIDGE ISSUE	S	14,000	1,400	15,400	14,000	840	14,840	1961	150,000	150,000	1961	150,000	15,000	165,000	262,000	17,900	279,900				
	TOTAL		15,095,076	1,390,665	16,485,741	14,696,088	1,238,180	15,934,268	1961	165,000	165,000				33,900	33,900	33,900					
WASHINGTON	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE 22/	T	280,000	525,000	805,000	307,000	525,000	832,000	1949	2,054,975	2,054,975	1977	194,000	1,218,000	1,412,000	16,010,000	14,972,075	30,982,075				
	TOLL BRIDGE AUTHORITY BONDS 15/	S	280,000	525,000	805,000	307,000	525,000	832,000	1949	2,054,975	2,054,975	1977	194,000	1,218,000	1,412,000	16,010,000	14,972,075	30,982,075				
	REDEMPTION OBLIGATIONS ASSUMED	S	14,000	2,200	16,200	14,000	1,500	15,500	1953	14,000	14,000	1956	15,000	750	15,750	100,000	25,100	125,100				
	STATE ISSUES FOR LOCAL ROADS 23/	S	294,000	599,055	893,055	294,000	599,055	893,055	1949	5,462,000	5,462,000	1973	80,000	1,283	81,283	61,519,000	8,793,221	70,312,221				
	TOTAL		578,000	1,124,055	1,702,055	578,000	1,124,055	1,702,055	1949	7,571,975	7,571,975				16,116,000	14,997,775	31,113,775					
WEST VIRGINIA	STATE HIGHWAY BONDS	S	4,070,000	599,055	4,669,055	4,070,000	599,055	4,669,055	1949	4,891,812	4,891,812	1973	80,000	1,283	81,283	61,519,000	8,793,221	70,312,221				
	STATE ISSUES FOR TOLL BRIDGES	S	228,000	321,053	549,053	228,000	321,053	549,053	1949	1,148,000	1,148,000	1960	60,000	2,400	62,400	3,011,000	2,881,000	5,892,000				
	TOTAL		4,298,000	920,108	5,218,108	4,298,000	920,108	5,218,108	1949	6,039,812	6,039,812				64,530,000	9,674,221	74,204,221					
	REDEMPTION OBLIGATIONS ASSUMED 17/	S	75,000	-	75,000	75,000	-	75,000	1949	170,000	170,000	1965	25,000	-	25,000	1,250,000	-	1,250,000				
	TOTAL		4,373,000	920,108	5,293,108	4,373,000	920,108	5,293,108	1949	6,209,812	6,209,812				65,780,000	9,674,221	75,454,221					
WYOMING	STATE HIGHWAY BONDS	S	1,875,000	289,250	2,164,250	1,875,000	237,687	2,112,687	1957	2,453,562	2,453,562	1981	500,000	6,250	506,250	22,469,000	3,356,197	26,225,197				
	STATE HIGHWAY BONDS 18/	S-T	2,695,000	350,000	3,045,000	2,695,000	330,000	3,025,000	1949	3,075,000	3,075,000	1971	400,000	10,000	410,000	51,475,000	5,509,150	56,984,150				
	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE	S	3,000,000	2,379,988	5,379,988	3,000,000	2,291,938	5,291,938	1949	6,714,238	6,714,238	1987	500,000	9,500	509,500	121,095,000	48,532,128	169,627,128				
	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE	S	1,268,910	172,940	1,441,850	1,095,970	144,316	1,240,286	1949	1,198,277	1,198,277	1962	279,359	3,143	282,501	13,104,283	2,046,239	15,150,522				
	TOLL AUTHORITY BONDS 19/	S-T	7,723,970	3,203,446	10,927,416	7,723,970	2,941,416	10,665,386	1970	11,596,730	11,596,730	1976	4,241,000	55,880	4,296,880	17,230,000	6,726,340	23,956,340				
SUMMARY	STATE HIGHWAY BONDS 13/	S	2,100,000	1,063,405	3,163,405	2,000,000	971,280	2,971,280	1961	6,591,280	6,591,28											

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

 HIGHWAY CONSTRUCTION CONTRACTS AWARDED BY
 STATE HIGHWAY DEPARTMENTS ^{1/}

CALENDAR YEAR 1948

TABLE CA-3, 1948
ISSUED JANUARY 1949

STATE	PROJECTS FINANCED PARTIALLY OR ENTIRELY WITH FEDERAL FUNDS				PROJECTS FINANCED WITHOUT FEDERAL FUNDS			TOTAL, ALL PROJECTS		
	NUMBER OF PROJECTS	COST	FEDERAL FUNDS	MILES	NUMBER OF PROJECTS	COST	MILES	NUMBER OF PROJECTS	COST	MILES
		1,000 DOLLARS	1,000 DOLLARS			1,000 DOLLARS			1,000 DOLLARS	
ALABAMA	103	9,735	5,753	480	43	1,794	138	146	11,529	618
ARIZONA	38	8,934	6,009	127	20	2,744	136	58	11,678	263
ARKANSAS	52	2,916	1,975	92	5	767	34	57	3,683	126
CALIFORNIA	88	31,317	16,964	342	292	31,673	552	380	62,990	894
COLORADO	94	14,432	8,620	335	8	575	17	102	15,007	352
CONNECTICUT	24	7,634	3,911	34	164	9,751	131	188	17,385	165
DELAWARE	18	4,856	2,955	74	3	11,438	(3/)	21	16,294	74
FLORIDA	25	5,823	2,666	129	60	11,646	316	85	17,469	445
GEORGIA	143	27,935	14,267	711	20	1,517	71	163	29,452	782
IDAHO	38	5,881	4,365	194	21	1,702	170	59	7,583	364
ILLINOIS	184	26,042	13,123	504	90	3,520	46	274	29,562	550
INDIANA	71	17,413	9,294	121	45	8,311	432	116	25,724	553
IOWA	429	20,737	10,342	1,360	7	74	21	436	20,811	1,381
KANSAS	348	17,034	8,692	1,744	108	2,225	505	456	19,259	2,249
KENTUCKY	39	7,012	3,506	90	99	10,284	1,133	138	17,296	1,223
LOUISIANA	39	14,825	7,479	136	87	9,052	337	126	23,877	473
MAINE	29	5,377	2,686	70	79	2,684	150	108	8,061	220
MARYLAND	34	11,840	5,772	54	59	2/ 13,370	221	93	25,210	275
MASSACHUSETTS	33	15,413	8,251	49	416	2/ 22,156	239	449	37,569	288
MICHIGAN	208	26,549	13,393	534	86	5,695	885	294	32,244	1,419
MINNESOTA	247	22,919	11,903	1,050	29	621	95	276	23,540	1,145
MISSISSIPPI	105	16,505	8,915	540	16	2,347	69	121	18,852	609
MISSOURI	251	19,607	10,641	657	68	2,066	694	319	21,673	1,351
MONTANA	102	11,711	7,242	584	-	-	-	102	11,711	584
NEBRASKA	128	11,833	6,700	613	-	-	-	128	11,833	613
NEVADA	30	5,040	4,012	208	4	306	34	34	5,346	242
NEW HAMPSHIRE	24	2,952	1,671	30	4	2/ 5,300	16	28	8,252	46
NEW JERSEY	43	22,940	11,470	58	19	9,533	20	62	32,473	78
NEW MEXICO	42	7,693	5,391	217	56	1,368	314	98	9,061	531
NEW YORK	96	52,994	28,745	280	87	38,955	313	183	91,949	593
NORTH CAROLINA	119	19,074	9,853	589	115	6,126	632	234	25,200	1,221
NORTH DAKOTA	142	12,655	6,811	1,071	1	2	1	143	12,657	1,072
OHIO	161	31,044	15,317	249	350	24,862	2,435	511	55,906	2,684
OKLAHOMA	202	15,003	7,383	878	47	3,274	442	249	18,277	1,320
OREGON	60	12,092	8,038	225	47	3,678	110	107	15,770	335
PENNSYLVANIA	68	48,003	23,860	184	1,047	2/ 70,731	1,335	1,115	118,734	1,519
RHODE ISLAND	22	4,219	2,236	25	9	509	14	31	4,728	39
SOUTH CAROLINA	79	9,365	4,471	330	245	12,935	1,482	324	22,300	1,812
SOUTH DAKOTA	139	10,893	6,216	900	-	-	-	139	10,893	900
TENNESSEE	108	20,301	11,039	507	50	14,580	899	158	34,881	1,406
TEXAS	436	51,929	26,932	2,304	411	18,870	2,306	847	70,799	4,610
UTAH	36	5,495	4,205	213	1	28	2	37	5,523	215
VERMONT	30	2,658	1,349	61	18	339	1	48	2,997	62
VIRGINIA	60	7,389	3,974	208	103	5,776	836	163	13,165	1,044
WASHINGTON	79	9,581	5,024	174	39	2/ 15,345	140	118	24,926	314
WEST VIRGINIA	55	6,624	3,261	137	472	9,096	1,473	527	15,720	1,610
WISCONSIN	217	26,381	12,642	663	57	6,189	290	274	32,570	953
WYOMING	49	8,406	6,057	330	23	1,024	156	72	9,430	486
DISTRICT OF COLUMBIA	4	3,029	1,515	1	5	501	6	9	3,530	7
TOTAL	5,171	4/ 760,040	406,896	20,466	5,035	5/ 405,339	19,649	10,206	1,165,379	40,115

1/ CONTRACTS AWARDED AND FORCE ACCOUNT WORK AUTHORIZED BY STATE AGENCIES FOR HIGHWAYS, INCLUDING FEDERAL-STATE, FEDERAL-STATE-LOCAL, AND STATE-LOCAL COOPERATIVE WORK, AND A SMALL AMOUNT BY THE FEDERAL GOVERNMENT FOR NATIONAL PARK AND FOREST ROADS. WORK ON LOCAL ROADS AND STREETS IS INCLUDED ONLY WHEN CONTRACTED OR PERFORMED BY THE STATE OR WHEN FEDERAL FUNDS ARE INVOLVED.

2/ CONTRACTS AWARDED FOR SPECIAL TOLL FACILITIES ARE INCLUDED AS FOLLOWS: DELAWARE, DELAWARE RIVER BRIDGE, \$11,401,000; MARYLAND, CHESAPEAKE BAY BRIDGE, \$197,000; MASSACHUSETTS, MYSTIC RIVER BRIDGE, \$14,465,000; NEW HAMPSHIRE TURNPIKE, \$5,251,000; PENNSYLVANIA, TURNPIKE EXTENSION, \$2,971,000; WASHINGTON, TACOMA NARROWS BRIDGE, \$11,197,000.

3/ LESS THAN ONE MILE.

4/ INCLUDES 288 FORCE ACCOUNT PROJECTS TOTALING \$7,033,000.

5/ INCLUDES 2,080 FORCE ACCOUNT PROJECTS TOTALING \$42,953,000.

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

 HIGHWAY CONSTRUCTION CONTRACTS AWARDED BY
 STATE HIGHWAY DEPARTMENTS ✓

JANUARY-OCTOBER 1949

TABLE CA-3, 1949
ISSUED NOVEMBER 1949

STATE	PROJECTS FINANCED PARTIALLY OF ENTIRELY WITH FEDERAL FUNDS				PROJECTS FINANCED WITHOUT FEDERAL FUNDS			TOTAL, ALL PROJECTS		
	NUMBER OF PROJECTS	COST	FEDERAL FUNDS	MILES	NUMBER OF PROJECTS	COST	MILES	NUMBER OF PROJECTS	COST	MILES
		1,000 DOLLARS	1,000 DOLLARS			1,000 DOLLARS			1,000 DOLLARS	
ALABAMA	70	6,810	3,844	396	55	1,536	165	125	8,346	561
ARIZONA	28	5,422	3,965	112	30	2,387	231	58	7,809	343
ARKANSAS	86	10,028	5,205	275	26	3,010	174	112	13,038	449
CALIFORNIA	66	24,182	13,141	231	243	26,216	518	309	50,398	749
COLORADO	81	11,555	7,899	379	2	513	67	83	12,068	446
CONNECTICUT	21	6,456	3,426	17	138	6,614	128	159	13,070	145
DELAWARE	9	1,149	574	23	8	18,701	3	17	19,850	26
FLORIDA	46	4,289	2,186	150	71	7,889	476	117	12,178	626
GEORGIA	72	10,242	5,237	269	3	204	35	75	10,446	304
IDAHO	44	5,813	4,616	170	33	3,128	264	77	8,941	434
ILLINOIS	156	26,863	13,195	474	13	818	56	169	27,681	530
INDIANA	29	4,493	2,638	41	21	2,154	393	50	6,647	434
IOWA	344	19,275	9,858	1,198	234	3,801	1,130	578	23,076	2,328
KANSAS	248	15,256	7,704	1,264	102	3,712	665	350	18,968	1,929
KENTUCKY	92	13,355	6,687	277	475	21,284	2,493	567	34,639	2,770
LOUISIANA	35	12,039	6,019	134	71	7,930	299	106	19,969	433
MAINE	32	4,799	2,400	67	89	3,342	192	121	8,141	259
MARYLAND	18	9,948	4,813	44	70	48,499	173	88	58,447	217
MASSACHUSETTS	49	7,336	4,192	68	375	11,889	206	424	19,225	274
MICHIGAN	176	18,400	9,273	474	74	4,051	724	250	22,451	1,198
MINNESOTA	222	13,305	7,263	859	76	4,601	408	298	17,906	1,267
MISSISSIPPI	81	6,511	3,936	277	15	721	32	96	7,232	309
MISSOURI	217	14,306	7,257	721	63	2,729	554	280	17,035	1,275
MONTANA	70	10,560	7,157	448	-	-	-	70	10,560	448
NEBRASKA	83	5,144	2,945	295	11	298	6	94	5,442	301
NEVADA	26	4,504	3,724	214	1	80	13	27	4,584	227
NEW HAMPSHIRE	15	2,429	1,544	22	10	361	2	25	2,790	24
NEW JERSEY	33	16,620	8,360	33	25	5,524	15	58	22,144	48
NEW MEXICO	38	6,581	4,675	235	26	753	289	64	7,334	524
NEW YORK	79	51,092	26,470	145	85	35,115	226	164	86,207	371
NORTH CAROLINA	75	11,676	6,108	364	110	7,927	851	185	19,603	1,215
NORTH DAKOTA	137	11,872	6,164	1,068	3	36	2	140	11,908	1,070
OHIO	44	8,181	4,517	86	242	13,265	2,497	286	21,446	2,583
OKLAHOMA	192	16,484	8,467	899	81	6,143	170	273	22,627	1,069
OREGON	48	12,207	8,289	184	74	3,362	323	122	15,569	507
PENNSYLVANIA	31	32,427	16,987	113	1,051	95,987	1,333	1,082	128,414	1,446
RHODE ISLAND	12	2,515	1,340	12	10	301	4	22	2,816	16
SOUTH CAROLINA	86	6,493	2,952	403	239	8,562	981	325	15,055	1,384
SOUTH DAKOTA	120	8,791	5,540	808	-	-	-	120	8,791	808
TENNESSEE	90	9,687	4,916	349	357	9,018	1,970	447	18,705	2,319
TEXAS	328	48,916	23,502	1,688	294	16,544	2,743	622	65,460	4,431
UTAH	42	3,522	2,796	177	6	276	12	48	3,798	189
VERMONT	26	4,338	2,163	52	16	559	6	42	4,897	58
VIRGINIA	101	11,714	6,119	324	98	4,967	82	199	16,681	406
WASHINGTON	84	12,120	7,047	187	64	8,134	266	148	20,254	453
WEST VIRGINIA	50	6,367	3,205	118	478	10,937	1,457	528	17,304	1,575
WISCONSIN	176	16,808	8,461	647	56	8,242	248	232	25,050	895
WYOMING	43	6,449	4,596	352	23	604	144	66	7,053	496
DISTRICT OF COLUMBIA	6	895	447	2	13	1,102	10	19	1,997	12
TOTAL	4,257	315,802,224	313,819	17,145	5,660	442,826	23,036	9,917	1,004,050	40,181

1/ CONTRACTS AWARDED AND FORCE ACCOUNT WORK AUTHORIZED BY STATE AGENCIES FOR HIGHWAYS, INCLUDING FEDERAL-STATE, FEDERAL-STATE-LOCAL, AND STATE-LOCAL COOPERATIVE WORK, AND A SMALL AMOUNT BY THE FEDERAL GOVERNMENT FOR NATIONAL PARK AND FOREST ROADS. WORK ON LOCAL ROADS AND STREETS IS INCLUDED ONLY WHEN CONTRACTED OR PERFORMED BY THE STATE OR WHEN FEDERAL FUNDS ARE INVOLVED.

2/ CONTRACTS AWARDED FOR SPECIAL TOLL FACILITIES ARE INCLUDED AS FOLLOWS: CONNECTICUT, WILBUR CROSS PARKWAY \$599,000; DELAWARE, DELAWARE MEMORIAL BRIDGE \$18,394,000; MARYLAND, CHESAPEAKE BAY BRIDGE \$32,707,000; MASSACHUSETTS, MYSTIC RIVER BRIDGE \$1,463,000; PENNSYLVANIA, TURNPIKE EXTENSION \$50,543,000, DELAWARE RIVER (PHILADELPHIA-CAMDEN) BRIDGE \$2,210,000; WASHINGTON, AGATE PASS BRIDGE \$1,398,000.

3/ INCLUDES 321 FORCE ACCOUNT PROJECTS TOTALING \$9,193,000.

4/ INCLUDES 2,364 FORCE ACCOUNT PROJECTS TOTALING \$49,906,000.

MILEAGE OF PUBLIC ROADS AND STREETS

CONSTRUCTION ACTIVITY

Mileage of highways constructed during 1948 by State highway departments shows a considerable increase over any previous year since 1934. A total of 42,000 miles were built during 1948 as compared to 33,000 miles in 1947. Approximately 7,000 miles of the work completed in 1948 involved projects located off the designated State highway systems, principally county roads improved under the Federal-aid secondary program.

For a comparison by surface types, data for 1928, 1938, and 1948 are shown in tabular form below. The greater portion of the work during 1928 involved the grading of earth roads and surfacing with gravel and other nondustless materials. During 1938 and 1948 construction of low-type bituminous surfaces predominated. The construction of high-type bituminous roads during 1948, which accounted for more than 15 percent of the total, consisted to a large extent of resurfacing older bituminous and portland cement concrete roads.

Type of Road Built	1928	1938	1948
Graded and drained	8,675	1,544	2,017
Soil-surfaced and gravel. . .	10,823	10,469	10,619
Low-type bituminous	1,006	18,447	21,301
High-type bituminous	2,577	2,721	6,443
Portland cement concrete . .	6,055	2,958	1,576
Miscellaneous pavements . .	116	189	12
Total	29,252	36,328	41,968

A study of the widths of surfaced roads constructed during 1948 on State highway systems reveals that 37,000 miles, or 93 percent, provide not more than two traffic lanes. Construction of highways having capacity of four or more lanes accounted for only 1 percent of the work completed.

There is, however, a qualitative difference that should not be overlooked between roads now being constructed and those constructed in earlier years. Most new heavy-traffic roads being built have 11- or 12-foot lanes, compared with the 8- and 9-foot lanes common in earlier years; surfaces are built to carry

heavier loads; and much higher standards of grade and alinement are in effect.

STATE-ADMINISTERED HIGHWAYS

The tables of the SM series give a State-by-State summary of all mileage under State control, classified by system, by surface type, and by width. The general increase in mileage of State systems can be attributed in part to the expansion of the State secondary systems, and to the transfer of county roads to State administration. Several States have assumed responsibility for the improvement and maintenance of local roads in recent years, without placing the mileage on the State systems.

Only 18 percent of all surfaced roads on the State systems are more than 22 feet wide. Roads 18 and 20 feet wide (9- and 10-foot operational lanes) predominate, and account for approximately 60 percent of the total.

MILEAGE OF ALL ROADS AND STREETS

Tables RM-1 to 3 summarize the latest available information for all rural roads, classified by unit of governmental control, by system, and by type of surface. Table LM-O reports the mileage classified by type of surface for all rural roads under county, township, or other local control, and table OSM gives the mileage of State and Federal roads not forming parts of the designated State or local systems. As indicated in table RM-3, more than half of all rural roads now have at least gravel or other all-weather surfaces.

The mileage of city streets, including the urban extensions of designated State highway systems, is given in table UM-3. Of the 316,000-mile total, some 285,000 miles are constructed and maintained by municipalities. The remaining 31,000 miles, forming urban extensions of State highway systems, are chiefly the responsibility of State highway departments.

The latest available data on mileage of all roads and streets is summarized by governmental unit of control, system, and type of surface in table M-2.

MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS

STATE HIGHWAY MILEAGE — 1948

DEPARTMENT OF PUBLIC ROADS

BUREAU OF COMMERCE

TABLE SH-101
SHEET 1 OF 2
ISSUED OCTOBER 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TYPE OF ROAD EXISTING OR BUILT	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION					ACCOUNTING TABLE OF CONSTRUCTION CHANGES																			NET TOTAL CHANGE IN MILEAGE (1+25)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	EXISTING MILEAGE AT BEGINNING OF YEAR					SUMMARY OF CONSTRUCTION CHANGES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	TYPE OF ROAD REPLACED OR ABANDONED					MILEAGE BUILT DURING YEAR																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	PRIMITIVE	UNIMPROVED	GRADED AND DRAINED	SOIL-SURFACED	GRAVEL OR STONE	BITUMINOUS SURFACE-TREATED	BITUMINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE	BRICK	L	K	J	I	N	M	O	P	Q	R	S	T	U	V	W		X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW	AX	AY	AZ	BA	BB	BC	BD	BE	BF	BG	BH	BI	BJ	BK	BL	BM	BN	BO	BP	BQ	BR	BS	BT	BU	BV	BW	BX	BY	BZ	CA	CB	CC	CD	CE	CF	CG	CH	CI	CJ	CK	CL	CM	CN	CO	CP	CQ	CR	CS	CT	CU	CV	CW	CX	CY	CZ	DA	DB	DC	DD	DE	DF	DG	DH	DI	DJ	DK	DL	DM	DN	DO	DP	DQ	DR	DS	DT	DU	DV	DW	DX	DY	DZ	EA	EB	EC	ED	EE	EF	EG	EH	EI	EJ	EK	EL	EM	EN	EO	EP	EQ	ER	ES	ET	EU	EV	EW	EX	EY	EZ	FA	FB	FC	FD	FE	FF	FG	FH	FI	FJ	FK	FL	FM	FN	FO	FP	FQ	FR	FS	FT	FU	FV	FW	FX	FY	FZ	GA	GB	GC	GD	GE	GF	GG	GH	GI	GJ	GK	GL	GM	GN	GO	GP	GQ	GR	GS	GT	GU	GV	GW	GX	GY	GZ	HA	HB	HC	HD	HE	HF	HG	HH	HI	HJ	HK	HL	HM	HN	HO	HP	HQ	HR	HS	HT	HU	HV	HW	HX	HY	HZ	IA	IB	IC	ID	IE	IF	IG	IH	II	IJ	IK	IL	IM	IN	IO	IP	IQ	IR	IS	IT	IU	IV	IW	IX	IY	IZ	JA	JB	JC	JD	JE	JF	JG	JH	JI	JJ	JK	JL	JM	JN	JO	JP	JQ	JR	JS	JT	JU	JV	JW	JX	JY	JZ	KA	KB	KC	KD	KE	KF	KG	KH	KI	KJ	KL	KM	KN	KO	KP	KQ	KR	KS	KT	KU	KV	KW	KX	KY	KZ	LA	LB	LC	LD	LE	LF	LG	LH	LI	LJ	LK	LL	LM	LN	LO	LP	LQ	LR	LS	LT	LU	LV	LW	LX	LY	LZ	MA	MB	MC	MD	ME	MF	MG	MH	MI	MJ	MK	ML	MM	MN	MO	MP	MQ	MR	MS	MT	MU	MV	MW	MX	MY	MZ	NA	NB	NC	ND	NE	NF	NG	NH	NI	NJ	NK	NL	NM	NN	NO	NP	NQ	NR	NS	NT	NU	NV	NW	NX	NY	NZ	OA	OB	OC	OD	OE	OF	OG	OH	OI	OJ	OK	OL	OM	ON	OO	OP	OQ	OR	OS	OT	OU	OV	OW	OX	OY	OZ	PA	PB	PC	PD	PE	PF	PG	PH	PI	PJ	PK	PL	PM	PN	PO	PP	PQ	PR	PS	PT	PU	PV	PW	PX	PY	PZ	QA	QB	QC	QD	QE	QF	QG	QH	QI	QJ	QK	QL	QM	QN	QO	QP	QQ	QR	QS	QT	QU	QV	QW	QX	QY	QZ	RA	RB	RC	RD	RE	RF	RG	RH	RI	RJ	RK	RL	RM	RN	RO	RP	RQ	RR	RS	RT	RU	RV	RW	RX	RY	RZ	SA	SB	SC	SD	SE	SF	SG	SH	SI	SJ	SK	SL	SM	SN	SO	SP	SQ	SR	SS	ST	SU	SV	SW	SX	SY	SZ	TA	TB	TC	TD	TE	TF	TG	TH	TI	TJ	TK	TL	TM	TN	TO	TP	TQ	TR	TS	TT	TU	TV	TW	TX	TY	TZ	UA	UB	UC	UD	UE	UF	UG	UH	UI	UJ	UK	UL	UM	UN	UO	UP	UQ	UR	US	UT	UU	UV	UW	UX	UY	UZ	VA	VB	VC	VD	VE	VF	VG	VH	VI	VJ	VK	VL	VM	VN	VO	VP	VQ	VR	VS	VT	VU	VV	VW	VX	VY	VZ	WA	WB	WC	WD	WE	WF	WG	WH	WI	WJ	WK	WL	WM	WN	WO	WP	WQ	WR	WS	WT	WU	WV	WW	WX	WY	WZ	XA	XB	XC	XD	XE	XF	YG	YH	YI	YJ	YK	YL	YM	YN	YO	YP	YQ	YR	YS	YT	YU	YV	YW	YX	YY	YZ	ZA	ZB	ZC	ZD	ZE	ZF	ZG	ZH	ZI	ZJ	ZK	ZL	ZM	ZN	ZO	ZP	ZQ	ZR	ZS	ZT	ZU	ZV	ZW	ZX

STATE HIGHWAY MILEAGE - 1948 MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TABLE SH-101
SHEET 2 OF 2
ISSUED OCTOBER 1949

TYPE OF ROAD EXISTING OR BUILT	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION					TYPE OF ROAD REPLACED OR ABANDONED										ACCOUNTING TABLE OF CONSTRUCTION CHANGES										EXISTING MILEAGE AT BEGINNING OF YEAR	NET CHANGE IN MILEAGE (5+24)	EXISTING MILEAGE AT END OF YEAR (1+25)
	REVOLUTIONS DUE TO RESURVEY OR FORMER ERROR (+ OR -)	MILEAGE TRANSFERS		NET CHANGES OTHER THAN CONSTRUCTION (2+3+4)	BUILT ON NEW LOCATION	A	B	C	D	E	F	G	H	I	J	K	L	SUMMARY OF CONSTRUCTION CHANGES										
		ADDITIONS	TRANSFERS															ON EARTH ROADS OR NEW LOCATION	NEW TYPES REPLACING OLD TYPE	RECONSTRUCTION TO SAME TYPE	TOTAL	MILEAGE OF FORMER TYPES REPLACED	NET CHANGE DUE TO CONSTRUCTION (22+23)					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)			
URBAN EXTENSIONS OF HIGHWAYS UNDER STATE CONTROL																												
ROAD ABANDONED	18	-2	2	6	16	2	1	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1			
A. PRIMITIVE	267	8	128	54	130	22	1	28	64	49	56	56	7	12	22	22	2	2	2	2	2	2	2	2	2			
B. UNIMPROVED	423	1	54	6	49	30	1	2	9	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1			
C. GRADED AND DRAINED																												
D. SOIL-SURFACED	1,352	2	20	6	16	16	1	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1			
E. GRAVEL OR STONE	1,227	4	17	19	24	11	1	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1			
F. BITUMINOUS SURFACE-TREATED	3,851	103	95	28	172	30	1	2	9	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1			
G. MIXED BITUMINOUS																												
H. BITUMINOUS PENETRATION	1,618	7	16	6	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
I. BITUMINOUS CONCRETE AND SHEET ASPHALT	6,384	612	112	45	679	33	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
J. PORTLAND CEMENT CONCRETE	9,639	567	166	41	712	82	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
K. BRICK	1,298	76	10	4	82	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
L. BLOCK	92	2	9	1	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
M. DUAL-TYPE	1,053	-1,053	801	202	966	124	1	35	102	74	173	167	224	50	256	288	106	9	251	892	490	1,599	1,485	114	1,100			
TOTAL	30,763	397	397	397	397	397	397	397	397	397	397	397	397	397	397	397	397	397	397	397	397	397	397	397	397			
CONNECTING STREETS NOT UNDER STATE CONTROL																												
ROAD ABANDONED	2	-2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
A. PRIMITIVE	2,390	-230	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221			
B. UNIMPROVED	37,732	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221	2,221			
C. GRADED AND DRAINED	53,066	-201	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555	2,555			
D. SOIL-SURFACED	43,096	-121	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135			
E. GRAVEL OR STONE	92,246	85	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658	658			
F. BITUMINOUS SURFACE-TREATED	111,683	-215	435	435	435	435	435	435	435	435	435	435	435	435	435	435	435	435	435	435	435	435	435	435	435			
G. MIXED BITUMINOUS	82,101	465	159	159	159	159	159	159	159	159	159	159	159	159	159	159	159	159	159	159	159	159	159	159	159			
H. BITUMINOUS PENETRATION	32,782	369	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50			
I. BITUMINOUS CONCRETE AND SHEET ASPHALT	30,721	1,067	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27			
J. PORTLAND CEMENT CONCRETE	91,338	2,223	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29			
K. BRICK	2,375	177	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
L. BLOCK	197	10	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8			
M. DUAL-TYPE	3,511	-3,511	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31			
TOTAL	592,235	31	6,484	266	6,249	1,071	193	2,062	5,969	2,647	3,227	3,480	5,280	889	1,443	2,015	242	9	9,491	14,797	10,327	35,095	33,216	1,809	592,293			

1/ INCLUDES MILEAGE IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA. IN NEWARK A SMALL MILEAGE HAS BEEN CONSTRUCTED AND TAKEN OVER FOR STATE MAINTENANCE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.

2/ DUAL-TYPE SURFACED MILEAGE SHOWN IN COLUMN 1 HAS BEEN DISTRIBUTED IN COLUMN 2 ACCORDING TO THE PREDOMINANT TYPE OF THE TWO OR MORE SURFACES INVOLVED.

1/ INCLUDES MILEAGES IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA, IN NEVADA A SMALL MILEAGE HAS BEEN CONSTRUCTED AND TAKEN OVER FOR STATE MAINTENANCE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.

2/ DUAL-TYPE SURFACED MILEAGE SHOWN IN COLUMN 1 HAS BEEN DISTRIBUTED IN COLUMN 2 ACCORDING TO THE PREDOMINANT TYPE OF THE TWO OR MORE SURFACES INVOLVED.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSSTATE HIGHWAY MILEAGE - 1948
MILEAGE BUILT DURING YEAR BY STATE HIGHWAY DEPARTMENTS - SUMMARYTABLE SH-1, 1948
ISSUED OCTOBER 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	MILEAGE GRADED AND DRAINED										MILEAGE SURFACED										STATE
	UNDER STATE CONTROL							OTHER MILEAGE GRADED AND DRAINED 1/	TOTAL MILEAGE GRADED AND DRAINED	UNDER STATE CONTROL					CONNECT- ING STREETS NOT UNDER STATE CONTROL	OTHER MILEAGE SURFACED 2/	TOTAL MILEAGE SURFACED				
	RURAL ROADS				URBAN EXTEN- SIONS OF STATE HIGHWAY SYSTEMS	RURAL ROADS															
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	SECONDARY ROADS			STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM			SECONDARY ROADS											
			COUNTY ROADS UNDER STATE CONTROL	TOTAL						COUNTY ROADS UNDER STATE CONTROL	TOTAL										
ALABAMA	14	-	-	14	-	199	213	312	-	-	312	11	323	-	508	831					
ARIZONA	55	-	-	55	-	-	55	200	-	-	200	4	204	-	52	256					
ARKANSAS	-	-	-	-	-	-	-	396	-	-	396	12	410	-	47	457					
CALIFORNIA	-	-	-	-	-	9	9	334	-	-	334	36	370	-	200	570					
COLORADO	-	13	-	13	-	-	13	173	206	-	339	9	348	-	-	348					
CONNECTICUT	-	-	-	-	-	-	-	49	-	-	49	7	56	-	-	56					
DELAWARE	-	-	-	-	-	-	-	96	-	10	106	3	109	-	-	109					
FLORIDA	-	-	-	-	-	-	-	604	-	-	604	77	681	-	18	699					
GEORGIA	59	-	-	59	3	3	65	393	-	-	393	35	428	-	107	535					
IDAH0	23	-	-	23	-	-	23	144	-	-	144	5	149	-	65	214					
ILLINOIS	15	-	-	15	1	9	25	273	-	-	273	45	318	-	457	775					
INDIANA	-	-	-	-	-	-	-	463	-	-	463	24	487	-	2	489					
IOWA	37	-	-	37	-	-	37	318	-	-	318	39	357	-	140	497					
KANSAS	54	-	-	54	1	30	85	819	-	-	819	26	845	-	1,344	2,159					
KENTUCKY	32	-	-	32	-	-	32	1,398	-	-	1,398	48	1,446	-	-	1,446					
LOUISIANA	20	-	-	20	-	-	20	130	2/ 208	-	338	17	355	-	-	355					
MAINE	-	-	-	-	-	-	-	135	3/ 291	-	426	14	440	-	-	440					
MARYLAND	-	-	-	-	-	-	-	166	-	-	166	17	183	-	36	219					
MASSACHUSETTS	2	-	-	2	-	12	12	106	-	-	106	17	123	-	155	278					
MICHIGAN	-	-	-	-	-	-	-	380	-	-	380	56	436	-	222	658					
MINNESOTA	10	-	-	10	1	205	216	1,226	-	-	1,226	89	1,315	-	381	1,696					
MISSISSIPPI	-	-	-	-	-	-	-	172	170	-	342	10	352	-	166	518					
MISSOURI	20	6	-	26	6	-	32	344	1,023	-	1,367	39	1,406	-	-	1,406					
MONTANA	-	69	-	69	89	-	89	241	397	-	638	9	647	-	-	647					
NEBRASKA	-	-	-	-	-	-	-	565	-	-	565	10	575	-	-	575					
NEVADA	-	-	-	-	-	-	-	86	131	63	280	3	283	-	-	283					
NEW HAMPSHIRE	-	-	-	-	-	-	-	34	30	-	64	1	65	-	-	65					
NEW JERSEY	-	-	-	-	-	-	-	11	-	-	11	11	22	-	23	45					
NEW MEXICO	-	-	-	-	-	-	-	381	-	-	381	13	394	-	-	394					
NEW YORK	28	-	-	28	4/ 17	10	38	608	-	-	608	-	608	-	38	648					
NORTH CAROLINA	7	-	-	7	503	29	536	625	-	2,043	2,668	157	2,825	-	-	2,825					
NORTH DAKOTA	-	-	-	-	-	-	-	536	-	-	536	21	557	-	253	810					
OHIO	36	-	-	36	1	66	103	2,731	-	-	2,731	174	2,905	-	83	2,988					
OKLAHOMA	-	-	-	-	-	-	-	946	-	-	946	21	967	-	741	1,708					
OREGON	-	-	-	-	-	-	-	190	140	-	330	8	338	-	38	376					
PENNSYLVANIA	-	9	-	9	-	-	-	583	907	-	1,490	103	1,593	-	-	1,593					
RHODE ISLAND	-	-	-	-	-	-	-	11	-	-	11	10	21	-	14	35					
SOUTH CAROLINA	14	-	-	14	-	-	14	212	438	-	650	44	694	-	-	694					
SOUTH DAKOTA	-	-	-	-	-	26	26	556	-	-	556	9	565	-	277	842					
TENNESSEE	-	-	-	-	-	11	11	762	-	-	762	34	796	-	315	1,111					
TEXAS	213	-	-	213	3	-	216	3,797	-	-	3,797	140	3,937	-	-	3,937					
UTAH	18	-	-	18	-	-	18	299	-	-	299	30	329	-	8	337					
VERMONT	-	-	-	-	-	-	-	80	-	-	80	4	84	-	18	106					
VIRGINIA	1	-	-	1	74	-	74	153	-	1,479	1,632	(5/)	1,632	-	-	1,632					
WASHINGTON	-	-	-	-	-	-	-	204	73	-	277	10	287	-	126	413					
WEST VIRGINIA	1	-	-	1	-	-	1	168	-	532	700	38	738	-	-	738					
WISCONSIN	-	-	-	-	-	4	4	1,214	-	-	1,214	79	1,293	-	269	1,562					
WYOMING	65	-	-	65	-	1	66	345	-	-	345	3	348	-	166	515					
DISTRICT OF COLUMBIA 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
TOTAL	730	97	548	1,375	28	614	2,017	23,931	4,014	4,127	32,072	1,572	33,644	38	6,269	39,951					

1/ MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON COUNTY OR OTHER LOCAL RURAL ROADS NOT UNDER STATE CONTROL, ON FOREST, PARK, INSTITUTIONAL ROADS, ETC., AND ON LOCAL CITY STREETS NOT CONNECTING STATE HIGHWAY SYSTEMS.

2/ INCLUDES 78 MILES BUILT ON THE FARM-TO-MARKET SYSTEM.

3/ MILEAGE BUILT ON STATE-410 SYSTEM.

4/ CONNECTING STREET NOT UNDER STATE CONTROL.

5/ CONSTRUCTION DATA ARE NOT AVAILABLE.

6/ NO CONSTRUCTION WAS REPORTED.

1/ MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON COUNTY OR OTHER LOCAL RURAL ROADS NOT UNDER STATE CONTROL.

2/ INCLUDES 78 MILES BUILT ON THE FARM-TO-MARKET SYSTEM.

3/ MILEAGE BUILT ON STATE-AID SYSTEM.

4/ CONNECTING STREET NOT UNDER STATE CONTROL.

5/ CONSTRUCTION DATA ARE NOT AVAILABLE.

6/ NO CONSTRUCTION WAS REPORTED.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE HIGHWAY MILEAGE - 1948

MILEAGE BUILT DURING YEAR ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS

CLASSIFIED BY TYPE OF SURFACE

TABLE SH-2, 1948
ISSUED OCTOBER, 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED										MILEAGE WIDENED									
			TYPE OF SURFACE BUILT										TYPE OF WIDENING									
			TOTAL	SUBTOTALS		D	E	F	G	H	I	J	K	TOTAL	O.E.	F.G.H.I	J	STATE				
				SURFACING ON EARTH ROADS OR NEW LOCATION	RESUR- FACING																	
ALABAMA	326	14	89	223	-	3	179	125	-	5	-	-	-	2	-	-	2	ALABAMA				
ARIZONA	255	55	100	100	-	13	115	72	-	-	-	-	-	13	-	-	2	ARIZONA				
ARKANSAS	358	-	50	348	-	47	5	272	-	74	-	-	-	13	-	-	13	ARKANSAS				
CALIFORNIA	334	-	101	233	9	-	36	226	-	14	49	-	-	19	1	-	18	CALIFORNIA				
COLORADO	133	-	50	83	-	38	-	95	-	-	-	-	-	2	-	-	2	COLORADO				
CONNECTICUT	49	-	25	96	-	-	34	11	13	6	30	-	-	13	-	-	4	CONNECTICUT				
DELAWARE	96	-	-	96	-	-	147	266	-	29	1	-	-	4	-	-	4	DELAWARE				
FLORIDA	604	-	227	377	7	-	-	-	-	184	-	-	-	37	-	-	-	FLORIDA				
GEORGIA	452	59	141	252	58	17	189	5	54	66	4	-	-	8	-	-	8	GEORGIA				
IDAHO	167	23	-	144	-	8	40	96	-	-	-	-	-	-	-	-	-	IDAHO				
ILLINOIS	288	15	19	254	-	-	53	88	-	178	42	-	-	7	-	-	7	ILLINOIS				
INDIANA	463	-	20	443	-	17	100	53	-	187	71	-	-	29	-	-	29	INDIANA				
IOWA	355	37	93	225	-	125	99	211	12	16	66	-	-	64	-	-	64	IOWA				
KANSAS	873	54	116	673	-	120	359	69	-	63	60	-	-	(1/)	-	-	(1/)	KANSAS				
KENTUCKY	1,436	38	175	1,223	-	325	226	666	-	164	17	-	-	-	-	-	-	KENTUCKY				
LOUISIANA	150	20	9	121	-	33	-	-	74	-	23	-	-	-	-	-	-	LOUISIANA				
MAINE	135	-	9	126	-	27	38	4	42	24	-	-	-	-	-	-	-	MAINE				
MARYLAND	166	-	2	164	-	-	-	14	3	139	10	-	-	65	-	-	65	MARYLAND				
MASSACHUSETTS	108	2	6	100	-	-	81	4	12	86	115	-	-	2	-	-	2	MASSACHUSETTS				
MICHIGAN	380	-	26	354	-	30	-	50	-	104	-	-	-	2	-	-	-	MICHIGAN				
MINNESOTA	1,236	10	84	1,142	11	274	105	773	-	1	62	-	-	-	-	-	-	MINNESOTA				
MISSISSIPPI	172	-	63	109	-	-	121	33	-	-	18	-	-	-	-	-	-	MISSISSIPPI				
MISSOURI	344	-	5	339	-	-	188	339	-	74	81	-	-	11	-	-	10	MISSOURI				
MONTANA	261	20	69	172	-	38	67	136	-	-	-	-	-	-	-	-	-	MONTANA				
NEBRASKA	565	-	92	473	-	245	33	256	-	15	16	-	-	4	-	-	4	NEBRASKA				
NEVADA	86	-	8	78	-	-	-	86	-	-	-	-	-	-	-	-	-	NEVADA				
NEW HAMPSHIRE	34	-	1	26	-	-	15	15	-	4	-	-	-	-	-	-	-	NEW HAMPSHIRE				
NEW JERSEY	11	-	1	10	-	-	-	-	-	9	2	-	-	3	-	-	3	NEW JERSEY				
NEW MEXICO	381	-	131	250	-	19	3	359	-	-	-	-	-	10	-	-	10	NEW MEXICO				
NEW YORK	608	-	42	566	-	15	21	59	12	371	130	-	-	46	-	-	46	NEW YORK				
NORTH CAROLINA	653	28	177	476	9	32	239	28	-	284	33	-	-	8	-	-	8	NORTH CAROLINA				
NORTH DAKOTA	543	7	146	390	-	328	7	164	-	-	37	-	-	-	-	-	-	NORTH DAKOTA				
OHIO	2,731	-	32	2,699	-	32	310	1,750	58	528	47	6	-	4	-	-	4	OHIO				
OKLAHOMA	942	36	236	710	-	707	76	72	-	53	38	-	-	-	-	-	-	OKLAHOMA				
OREGON	190	-	89	101	-	-	21	10	-	28	1	-	-	-	-	-	-	OREGON				
PENNSYLVANIA	583	-	60	523	-	4	77	-	91	300	111	-	-	41	-	-	41	PENNSYLVANIA				
RHODE ISLAND	11	-	4	7	-	-	-	-	3	2	6	-	-	-	-	-	-	-	RHODE ISLAND			
SOUTH CAROLINA	226	14	104	108	-	-	183	-	-	29	-	-	-	-	-	-	-	-	SOUTH CAROLINA			
SOUTH DAKOTA	556	-	177	379	-	258	158	110	-	-	30	-	-	2	-	-	-	-	SOUTH DAKOTA			
TENNESSEE	762	-	17	745	-	21	69	395	-	264	13	-	-	-	-	-	-	-	TENNESSEE			
TEXAS	4,010	213	2,163	1,334	87	23	3,100	18	79	463	27	-	-	11	-	-	11	TEXAS				
UTAH	317	10	73	226	-	103	-	196	-	-	-	-	-	1	-	-	1	UTAH				
VERMONT	86	-	4	80	-	-	38	28	-	14	-	-	-	-	-	-	-	VERMONT				
VIRGINIA	154	1	153	150	-	-	37	-	99	1	16	-	-	14	-	-	10	VIRGINIA				
WASHINGTON	204	-	29	175	-	44	87	23	-	50	-	-	-	9	-	-	5	WASHINGTON				
WEST VIRGINIA	169	1	5	163	-	1	26	21	7	106	7	-	-	9	-	-	9	WEST VIRGINIA				
WISCONSIN	1,214	-	126	1,088	-	23	24	946	-	74	147	-	-	-	-	-	-	WISCONSIN				
WYOMING	410	65	103	242	-	83	9	196	-	57	-	-	-	-	-	-	-	WYOMING				
TOTAL	24,661	730	5,639	2/18,292	181	3,053	6,662	7,923	720	4,072	1,314	6	507	21	315	171	TOTAL					

1/ LESS THAN ONE MILE WIDENED.
2/ SEE TABLE SH-101 FOR SEGREGATION BETWEEN RESURFACING TO A DIFFERENT TYPE AND RESURFACING TO THE SAME TYPE.

1/ LESS THAN ONE MILE WIDENED.

2/ SEE TABLE SH-101 FOR SEGREGATION BETWEEN RESURFACING TO A DIFFERENT TYPE AND RESURFACING TO THE SAME TYPE.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSSTATE HIGHWAY MILEAGE - 1948
MILEAGE BUILT DURING YEAR ON SECONDARY RURAL ROADS UNDER STATE CONTROL
CLASSIFIED BY TYPE OF SURFACETABLE 900-3, 1948
ISSUED OCTOBER 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED										MILEAGE WIDENED		STATE			
			SUBTOTALS		TYPE OF SURFACE BUILT							TOTAL	TYPE OF WIDENING					
					TOTAL	SURFACING ON EARTH ROADS OR NEW LOCATION	RESUR- FACING	D	E	F	G					H	I	J
CALIFORNIA 1/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CALIFORNIA 1/		
COLORADO	219	13	206	32	174	-	72	-	134	-	-	-	-	-	-	COLORADO		
LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL	130 78 208	- - -	130 78 208	4 14 18	126 64 190	- - -	4 6 12	- - -	- - -	89 70 159	- - -	37 - 37	- - -	- - -	- - -	LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL		
MAINE 2/	291	-	291	12	279	-	83	205	1	1	1	-	-	-	-	MAINE 2/		
MISSISSIPPI	170	-	170	22	148	-	-	130	40	-	-	-	-	-	-	MISSISSIPPI		
MISSOURI	1,029	6	1,023	312	711	32	564	387	40	-	-	-	-	-	-	MISSOURI		
MONTANA: SECONDARY STATE-AID 3/ TOTAL	466 466 466	69 - 69	397 - 397	197 - 197	200 - 200	- - -	306 - 306	21 - 21	70 - 70	- - -	- - -	- - -	- - -	- - -	- - -	MONTANA: SECONDARY STATE-AID 3/ TOTAL		
NEVADA	131	-	131	17	114	-	17	-	114	-	-	-	(4/)	-	-	NEVADA		
NEW HAMPSHIRE	30	-	30	7	23	-	4	26	-	-	-	-	-	-	-	NEW HAMPSHIRE		
OREGON	140	-	140	36	104	-	29	83	-	3	25	-	-	-	-	OREGON		
PENNSYLVANIA	916	9	907	615	292	23	371	277	-	181	46	9	13	3	10	PENNSYLVANIA		
SOUTH CAROLINA	438	-	438	285	153	-	-	428	-	-	10	-	-	-	-	SOUTH CAROLINA		
WASHINGTON	73	-	73	17	56	-	5	46	11	-	11	-	-	-	-	WASHINGTON		
TOTAL	4,111	97	4,014	1,570	2,444	55	1,463	1,603	410	344	93	46	13	3	10	TOTAL		
COUNTY ROADS UNDER STATE CONTROL 5/																		
DELAWARE	10	-	10	3	7	-	-	7	-	-	2	1	-	-	-	DELAWARE		
NEVADA	63	-	63	49	14	-	38	-	25	-	-	-	-	-	-	NEVADA		
NORTH CAROLINA	2,512	475	2,043	922	1,121	419	532	859	80	-	153	-	7	-	7	NORTH CAROLINA		
VIRGINIA	1,552	73	1,479	496	983	758	-	620	-	90	4	7	-	-	-	VIRGINIA		
WEST VIRGINIA	532	-	532	212	314	30	223	260	10	4	5	-	23	12	5	WEST VIRGINIA		
TOTAL	4,675	548	4,127	1,688	2,439	1,207	793	1,746	115	94	164	8	30	18	12	TOTAL		
ALL SECONDARY ROADS UNDER STATE CONTROL																		
GRAND TOTAL	8,786	605	8,181	3,258	4,983	1,262	2,256	3,349	525	438	257	54	43	21	22	GRAND TOTAL		
1/ MILEAGE FORMERLY DESIGNATED AS THE STATE SECONDARY SYSTEM HAS NOW BEEN CONSOLIDATED WITH THE STATE PRIMARY SYSTEM. 2/ MILEAGE BUILT ON STATE-AID SYSTEM. 3/ NO CONSTRUCTION WAS COMPLETED. 4/ LESS THAN ONE MILE WIDENED. 5/ SEE TABLE SH-101 FOR SEGREGATION BETWEEN RESURFACING TO A DIFFERENT TYPE AND RESURFACING TO THE SAME TYPE. 6/ IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA, COUNTY ROADS ARE UNDER STATE CONTROL. IN NEVADA A SMALL MILEAGE HAS BEEN CONSTRUCTED AND TAKEN OVER FOR STATE MAINTENANCE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.																		

1/ MILEAGE FORMERLY DESIGNATED AS THE STATE SECONDARY SYSTEM HAS NOW BEEN CONSOLIDATED WITH THE STATE PRIMARY SYSTEM.
 2/ MILEAGE BUILT ON STATE-AID SYSTEM.
 3/ NO CONSTRUCTION WAS COMPLETED.
 4/ LESS THAN ONE MILE WIDENED.

5/

SEE TABLE SH-101 FOR SEGREGATION BETWEEN RESURFACING TO A DIFFERENT TYPE AND RESURFACING TO THE SAME TYPE.

6/ IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA, COUNTY ROADS ARE UNDER STATE CONTROL. IN NEVADA A SMALL MILEAGE HAS BEEN CONSTRUCTED AND TAKEN OVER FOR STATE MAINTENANCE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OFF SYSTEM RURAL MILEAGE—1947

EXISTING MILEAGE OF FEDERAL AND STATE PARK, FOREST, RESERVATION ROADS, ETC. ✓

CLASSIFIED BY TYPE OF SURFACE

COMPILED FOR LATEST AVAILABLE YEAR FROM STATE HIGHWAY PLANNING SURVEY DATA

TABLE GSM, 1947
ISSUED DECEMBER 1948

STATE	UNDER FEDERAL CONTROL										UNDER STATE CONTROL										NOT CLASSIFIED BY TYPE	STATE
	NONSURFACED MILEAGE					SURFACED MILEAGE					NONSURFACED MILEAGE					SURFACED MILEAGE						
	TOTAL	PRIMITIVE AND UNIMPROVED	GRADED AND DRAINED	TOTAL	GRAVEL OR STONE	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE	QUAL-TYPE	TOTAL	TOTAL	PRIMITIVE AND UNIMPROVED	GRADED AND DRAINED	SOIL-SURFACED	GRAVEL OR STONE	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE	BRICK AND BLOCK			
ALABAMA	370	180	180	190	21	147	22	-	-	-	3	1	-	-	2	-	-	-	-	-	ALABAMA	
ARIZONA	9,152	8,309	6,268	843	59	573	189	-	-	-	-	-	-	-	-	-	-	-	-	-	ARIZONA	
ARKANSAS	10,300	8,641	7,692	1,659	15	1,285	254	99	6	-	285	19	-	4	13	12	7	-	-	-	ARKANSAS	
CALIFORNIA	788	677	385	111	4	87	20	-	-	-	186	11	3	35	137	3	-	-	-	-	CALIFORNIA	
COLORADO	1,126	1,060	252	66	57	8	-	-	1	-	13	3	-	7	-	-	-	-	-	-	COLORADO	
CONNECTICUT	6,216	5,486	4,479	730	56	670	2	-	-	-	-	-	-	-	-	-	-	-	-	-	CONNECTICUT	
DELAWARE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	DELAWARE	
FLORIDA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FLORIDA	
GEORGIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	GEORGIA	
IDAH0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	IDAH0	
ILLINOIS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ILLINOIS	
INDIANA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	INDIANA	
IOWA	15	1	-	14	-	4	-	1	-	-	105	5	-	-	75	25	-	-	-	-	IOWA	
KANSAS	797	357	352	440	-	431	9	-	-	-	-	-	-	-	-	-	-	-	-	-	KANSAS	
KENTUCKY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	KENTUCKY	
LOUISIANA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	LOUISIANA	
MAINE	96	7	7	89	1	59	5	-	-	-	67	3	2	64	17	8	47	2	-	-	MAINE	
MARYLAND	85	12	7	73	-	39	20	6	8	-	21	4	-	1	6	1	1	-	-	-	MARYLAND	
MASSACHUSETTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MASSACHUSETTS	
MICHIGAN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MICHIGAN	
MINNESOTA	1,151	793	156	358	-	356	2	-	-	-	853	586	323	263	258	9	-	-	-	-	MINNESOTA	
MISSISSIPPI	1,059	186	126	60	843	786	40	-	15	-	76	19	16	57	47	6	1	3	-	-	MISSISSIPPI	
MISSOURI	202	26	176	568	-	568	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MISSOURI	
MONTANA	5,966	5,305	5,012	681	653	653	28	-	-	-	-	-	-	-	-	-	-	-	-	-	MONTANA	
NEBRASKA	259	235	234	24	19	19	-	4	1	-	33	18	-	15	13	-	-	2	-	-	NEBRASKA	
NEVADA	104	8	3	96	-	99	3	-	-	-	439	122	114	8	209	32	61	1	1	-	NEVADA	
NEW HAMPSHIRE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW HAMPSHIRE	
NEW JERSEY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW JERSEY	
NEW MEXICO	3,872	3,577	2,664	295	288	288	7	-	-	-	14	-	-	14	14	32	57	124	-	-	NEW MEXICO	
NORTH CAROLINA	1,269	479	125	790	91	589	38	72	-	-	240	28	11	6	2	5	-	-	-	-	NORTH CAROLINA	
NORTH DAKOTA	414	156	46	258	258	258	110	-	-	-	40	-	-	17	5	-	-	-	-	-	NORTH DAKOTA	
OHIO	622	418	52	204	-	178	12	1	9	-	602	602	534	68	-	-	-	-	-	-	OHIO	
OKLAHOMA	13,600	12,160	3,746	1,440	246	1,077	30	39	-	-	741	569	500	479	142	24	5	-	-	-	OKLAHOMA	
OREGON	80	39	39	41	2	9	30	-	-	-	755	452	32	420	101	18	-	160	-	-	OREGON	
PENNSYLVANIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PENNSYLVANIA	
RHODE ISLAND	-	-	-	-	-	-	-	-	-	-	52	14	-	14	38	16	4	-	-	-	RHODE ISLAND	
SOUTH CAROLINA	-	-	-	200	83	83	7	-	-	-	218	89	32	57	82	47	-	-	-	-	SOUTH CAROLINA	
SOUTH DAKOTA	578	717	121	460	3	409	39	12	3	-	358	114	70	44	244	9	-	-	-	-	SOUTH DAKOTA	
TENNESSEE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TENNESSEE	
TEXAS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TEXAS	
UTAH	3,926	3,078	854	858	-	333	216	281	28	-	71	4	2	67	60	5	2	-	-	-	UTAH	
VERMONT	22	22	5	17	-	12	5	-	-	-	-	-	-	-	-	-	-	-	-	-	VERMONT	
VIRGINIA	674	182	182	492	-	186	140	131	30	5	-	-	-	-	-	-	-	-	-	-	VIRGINIA	
WASHINGTON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	WASHINGTON	
WEST VIRGINIA	4,760	3,961	558	799	-	784	35	-	-	-	-	-	-	-	-	-	-	-	-	-	WEST VIRGINIA	
WISCONSIN	1,094	297	100	197	-	155	297	197	139	-	-	-	2	1	70	62	-	1	-	-	WISCONSIN	
WYOMING	2,105	1,692	1,369	413	359	359	54	-	-	-	73	3	-	-	7	-	-	-	-	-	WYOMING	
TOTAL	71,952	59,648	34,392	13,304	565	10,675	1,255	694	110	5	5,225	2,666	1,257	1,409	194	1,356	300	293	1	230	TOTAL	

✓ INCLUDES ONLY THE MILEAGE OF ROADS NOT FORMING A PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
LOCAL ROAD MILEAGE - 1947
**EXISTING MILEAGE OF COUNTY AND OTHER LOCAL RURAL ROADS
CLASSIFIED BY TYPE OF SURFACE**

COMPILED FOR LATEST AVAILABLE YEAR FROM STATE HIGHWAY PLANNING SURVEY DATA

TABLE LM-0, 1947
ISSUED DECEMBER 1948

STATE	TOTAL	NONSURFACE MILEAGE				SURFACE MILEAGE							STATE
		TOTAL	PRIMITIVE AND UNIMPROVED	GRADED AND DRAINED	TOTAL	SOIL- SURFACED	GRAVEL OR STONE	LOW- TYPE BITU- MINOUS	HIGH- TYPE BITU- MINOUS	PORTLAND CEMENT CONCRETE	BRICK AND BLOCK	DUAL- TYPE	
ALABAMA	1/ 52,898	19,205	11,752	7,453	33,693	10,711	21,083	1,670	104	121	3	1	ALABAMA
ARIZONA	15,754	11,764	9,277	2,487	3,990	518	2,356	829	64	216	-	7	ARIZONA
ARKANSAS	46,221	24,985	24,985	8,406	12,830	(2/)	12,403	197	114	56	-	-	ARKANSAS
CALIFORNIA	74,479	33,391	25,099	4,800	44,580	1,988	10,970	25,362	4,314	1,946	-	-	CALIFORNIA
COLORADO	63,204	56,981	51,538	5,443	6,223	342	5,745	124	4	8	-	-	COLORADO
CONNECTICUT	8,290	426	411	15	7,864	11	2,208	4,685	932	25	-	3	CONNECTICUT
DELAWARE 3/	29,897	21,029	5,308	15,721	8,868	1,579	2,199	4,420	369	44	179	78	DELAWARE 3/
FLORIDA	1/ 76,709	65,642	18,471	47,171	11,067	5,100	4,539	728	514	176	10	-	FLORIDA
GEORGIA	24,835	12,731	8,514	4,217	12,104	425	10,755	1,425	101	7	-	-	GEORGIA
IDAHO	54,303	20,464	17,307	3,157	73,839	9,052	59,272	3,409	101	1,896	-	-	IDAHO
ILLINOIS	73,166	9,330	4,779	4,551	63,836	149	52,897	7,099	2,606	1,010	75	-	ILLINOIS
INDIANA	92,718	39,976	2,419	37,557	52,742	545	51,403	738	4	49	3	-	IOWA
IOWA	120,112	28,839	13,681	79,158	27,273	213	25,836	956	80	170	18	-	KANSAS
KENTUCKY	47,402	25,201	24,892	3,313	22,201	16	19,055	2,918	197	14	1	-	KENTUCKY
LOUISIANA	1/ 25,079	16,499	3,113	13,386	8,580	-	8,045	450	-	85	-	-	LOUISIANA
MAINE	10,676	3,451	1,157	2,294	7,235	306	6,445	444	29	1	-	-	MAINE
MARYLAND	12,563	5,721	1,714	4,007	6,846	707	2,593	2,800	531	202	-	-	MARYLAND
MASSACHUSETTS	15,538	1,140	683	457	14,598	385	10,692	2,081	1,252	1,200	3	-	MASSACHUSETTS
MICHIGAN	84,717	24,937	14,990	9,947	59,760	10,281	47,178	7,438	1,679	-	-	56	MICHIGAN
MINNESOTA	97,730	30,698	10,637	20,061	67,032	1,103	63,723	1,998	91	117	-	-	MINNESOTA
MISSISSIPPI	53,992	27,361	22,841	4,520	26,631	1,881	24,005	411	209	63	3	59	MISSISSIPPI
MISSOURI	59,410	59,769	15,446	43,323	39,641	217	37,076	1,895	180	271	2	-	MISSOURI
MONTANA	55,348	45,067	36,572	8,495	10,281	-	9,938	340	1	-	-	-	MONTANA
NEBRASKA	91,506	72,808	61,588	11,220	18,698	138	18,447	32	20	43	18	-	NEBRASKA
NEVADA	18,195	17,298	15,703	1,595	887	21	719	147	-	-	-	-	NEVADA
NEW HAMPSHIRE	8,813	3,852	1,867	1,985	4,961	-	3,687	1,265	9	-	-	-	NEW HAMPSHIRE
NEW JERSEY	1/ 16,582	3,557	3,158	399	13,025	1	5,153	6,418	996	456	1	-	NEW JERSEY
NEW MEXICO	47,043	47,043	44,634	2,409	1,077	-	986	91	13,434	1,343	-	89	NEW MEXICO
NORTH CAROLINA 3/	67,007	10,381	10,381	(5/)	56,626	3,423	30,338	7,975	-	-	30	-	NORTH CAROLINA 3/
NORTH DAKOTA	107,261	89,553	68,724	20,829	17,708	-	17,690	17	-	1	-	-	NORTH DAKOTA
OHIO	69,652	10,441	4,258	5,883	59,211	1,168	37,286	16,958	3,103	501	140	55	OHIO
OKLAHOMA	88,779	77,864	14,733	63,131	10,915	557	9,159	303	303	164	2	44	OKLAHOMA
OREGON	33,411	17,117	12,809	4,308	16,294	465	13,169	1,712	814	111	-	23	OREGON
PENNSYLVANIA	46,255	29,005	(2/)	29,005	17,250	-	11,673	4,301	927	295	54	-	PENNSYLVANIA
RHODE ISLAND	1/ 7,739	342	285	57	1,397	30	719	545	102	-	-	1	RHODE ISLAND
SOUTH CAROLINA	29,783	22,960	17,719	5,241	6,823	5,225	21,949	1,543	129	55	-	-	SOUTH CAROLINA
SOUTH DAKOTA	91,609	69,529	37,714	31,815	22,080	-	38,073	2,958	221	2	-	-	SOUTH DAKOTA
TENNESSEE	57,066	15,709	9,633	6,076	41,357	15	36,073	6,903	392	707	-	23	TENNESSEE
TEXAS	169,607	122,669	91,617	31,052	46,938	2,499	36,085	6,903	392	707	352	-	TEXAS
UTAH	11,359	11,144	7,598	3,546	4,215	-	3,579	615	3	17	-	1	UTAH
VERMONT	11,561	5,291	1,801	3,490	6,270	-	5,679	585	5	-	-	-	VERMONT
VIRGINIA 3/	768	13	7	6	755	10	55	662	8	10	-	10	VIRGINIA 3/
WASHINGTON	40,073	15,301	8,574	6,727	24,772	8	18,278	5,223	745	485	17	16	WASHINGTON
WEST VIRGINIA 3/	1,085	632	624	7	153	275	137	21	20	-	-	-	WEST VIRGINIA 3/
WISCONSIN	75,161	9,643	1,720	7,943	65,498	3,410	50,567	10,711	364	435	-	11	WISCONSIN
WYOMING	15,321	10,881	14,161	2,720	2,440	-	2,258	182	-	-	-	-	WYOMING
TOTAL	2,383,744	1,322,574	741,744	580,830	1,061,170	54,815	816,010	141,456	34,942	12,416	1,020	471	TOTAL

1/ INCLUDES A SMALL AMOUNT OF UNSURFACED URBAN MILEAGE.

2/ GRAVEL OR STONE SURFACE MILEAGE INCLUDES A SMALL AMOUNT OF SOIL-SURFACE MILEAGE.

SEGREGATION WAS NOT AVAILABLE.

3/ COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA. SEE TABLE SM-3, "EXISTING MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL 1947".

4/ INCLUDES 3,746 MILES OF ROADS FORMERLY A PART OF THE STATE SECONDARY AND FARM-TO-MARKET SYSTEMS.

5/ ESTIMATED BY STATE AUTHORITIES.

6/ UNIMPROVED MILEAGE INCLUDES A CONSIDERABLE AMOUNT OF GRADED AND DRAINAGE MILEAGE. SEGREGATION WAS NOT AVAILABLE.

7/ GRADED AND DRAINAGE MILEAGE INCLUDES SOME UNIMPROVED MILEAGE. SEGREGATION WAS NOT AVAILABLE.

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

 EXISTING MILEAGE OF CITY STREETS
 IN THE UNITED STATES ^{1/}
CLASSIFIED BY TYPE OF SURFACE ^{2/}
 TABLE UM-3
 ISSUED NOVEMBER 1949

STATE	YEAR REPORTED	TOTAL	NON-SURFACED	SURFACED MILEAGE				STATE
				TOTAL	LOW TYPE ^{3/}	INTER-MEDIATE TYPE ^{4/}	HIGH TYPE ^{5/}	
ALABAMA	1937	4,306	1,337	2,969	1,519	536	914	ALABAMA
ARIZONA	1948	1,434	584	850	248	372	230	ARIZONA
ARKANSAS	1936	4,609	1,800	2,809	1,796	416	597	ARKANSAS
CALIFORNIA	1946	19,332	2,900	16,432	2,513	2,320	11,599	CALIFORNIA
COLORADO	1939	3,537	728	2,809	1,330	1,013	466	COLORADO
CONNECTICUT	1948	4,374	53	4,321	261	2,427	1,633	CONNECTICUT
DELAWARE	ESTIMATED	528	191	337	162	77	98	DELAWARE
FLORIDA	1948	12,107	3,033	9,074	1,881	4,303	2,890	FLORIDA
GEORGIA	1937	5,396	3,279	2,117	855	476	786	GEORGIA
IDAHO	1936	1,536	335	1,201	654	348	199	IDAHO
ILLINOIS	1940	19,551	2,624	16,927	6,080	1,433	9,414	ILLINOIS
INDIANA	1948	10,902	1,006	9,896	2,154	2,984	4,758	INDIANA
IOWA	1944	13,144	4,628	8,516	4,189	1,042	3,285	IOWA
KANSAS	1947	7,243	2,216	5,027	2,507	595	1,925	KANSAS
KENTUCKY	1938	3,585	390	3,195	831	1,335	1,029	KENTUCKY
LOUISIANA	1937	3,688	1,341	2,347	1,246	186	915	LOUISIANA
MAINE	ESTIMATED	1,080	323	757	287	162	308	MAINE
MARYLAND	1948	2,666	81	2,585	372	585	1,628	MARYLAND
MASSACHUSETTS	1946	6,226	55	6,171	2,435	633	3,103	MASSACHUSETTS
MICHIGAN	1947	13,526	1,824	11,702	3,726	2,666	5,310	MICHIGAN
MINNESOTA	1948	11,343	2,337	9,006	3,183	3,465	2,358	MINNESOTA
MISSISSIPPI	1948	3,939	318	3,621	1,641	752	1,228	MISSISSIPPI
MISSOURI	1934	12,703	5,377	7,326	2,569	1,006	3,751	MISSOURI
MONTANA	1936	2,200	1,279	921	394	359	168	MONTANA
NEBRASKA	1947	5,097	1,277	3,820	2,182	168	1,470	NEBRASKA
NEVADA	1949	490	98	392	132	30	230	NEVADA
NEW HAMPSHIRE	1948	1,031	12	1,019	84	691	244	NEW HAMPSHIRE
NEW JERSEY	1939	9,161	657	8,504	1,336	2,377	4,791	NEW JERSEY
NEW MEXICO	1948	1,285	527	758	354	287	117	NEW MEXICO
NEW YORK	ESTIMATED	17,358	4,343	13,015	3,176	1,669	8,170	NEW YORK
NORTH CAROLINA	ESTIMATED	5,932	2,034	3,898	1,781	862	1,255	NORTH CAROLINA
NORTH DAKOTA	1936	865	187	678	425	59	194	NORTH DAKOTA
OHIO	1936	19,318	4,084	15,234	4,903	3,182	7,149	OHIO
OKLAHOMA	1935	7,644	3,980	3,664	1,577	345	1,742	OKLAHOMA
OREGON	1946	3,646	673	2,973	1,035	637	1,301	OREGON
PENNSYLVANIA	1947	15,637	2,214	13,423	1,688	5,251	6,484	PENNSYLVANIA
RHODE ISLAND	1948	1,452	131	1,321	64	575	682	RHODE ISLAND
SOUTH CAROLINA	1937	2,947	1,741	1,206	118	355	733	SOUTH CAROLINA
SOUTH DAKOTA	1936	2,381	845	1,536	1,180	151	205	SOUTH DAKOTA
TENNESSEE	1937	3,424	402	3,022	744	1,083	1,195	TENNESSEE
TEXAS	1942	21,425	8,826	12,599	5,941	2,701	3,957	TEXAS
UTAH	1947	3,177	530	2,647	1,181	882	584	UTAH
VERMONT	1948	794	45	749	218	373	158	VERMONT
VIRGINIA	ESTIMATED	3,999	1,335	2,664	1,141	592	931	VIRGINIA
WASHINGTON	1947	6,583	1,386	5,197	1,989	1,144	2,064	WASHINGTON
WEST VIRGINIA	1947	2,221	651	1,570	267	304	999	WEST VIRGINIA
WISCONSIN	1948	8,671	420	8,251	1,706	3,595	2,950	WISCONSIN
WYOMING	1935	875	248	627	329	192	106	WYOMING
DISTRICT OF COLUMBIA	1947	1,388	8	1,380	214	43	1,123	DISTRICT OF COLUMBIA
TOTAL		315,756	74,693	241,063	76,598	57,039	107,426	TOTAL

^{1/} COMPILED FROM REPORTS OF STATE AUTHORITIES AND PLANNING SURVEY DATA. INCLUDED ARE APPROXIMATELY 32,000 MILES OF STREETS FORMING EXTENSIONS OF STATE HIGHWAY SYSTEMS. MILEAGE OF URBAN EXTENSIONS, BY STATES, IS GIVEN IN TABLE SM-1. MILEAGE OF ALLEYS ARE INCLUDED IN A FEW STATES.

^{2/} IN SOME STATES, THE SURFACE-TYPE CLASSIFICATIONS HAVE BEEN ESTIMATED.

^{3/} CONSISTS OF STABILIZED-SOIL AND GRAVEL OR STONE SURFACES.

^{4/} CONSISTS OF BITUMINOUS-TREATED AND MIXED BITUMINOUS SURFACES.

^{5/} CONSISTS OF BITUMINOUS PENETRATION, BITUMINOUS CONCRETE, SHEET ASPHALT, PORTLAND CEMENT CONCRETE, BRICK, BLOCK, AND DUAL-TYPE SURFACES.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

EXISTING RURAL AND URBAN MILEAGE IN THE UNITED STATES
AT THE END OF 1947 ^{1/}
CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE M-2, 1947
REVISED NOVEMBER 1949

SYSTEM	TOTAL	NONSURFACED MILEAGE			SURFACED MILEAGE			
		TOTAL 1,000 MILES	PRIMITIVE AND UNIMPROVED 1,000 MILES	GRADED AND DRAINED 1,000 MILES	TOTAL 1,000 MILES	LOW TYPE ^{2/} 1,000 MILES	INTER- MEDIATE TYPE ^{3/} 1,000 MILES	HIGH TYPE 4/ 1,000 MILES
RURAL MILEAGE:								
UNDER STATE CONTROL:								
STATE PRIMARY SYSTEMS	337	15	5	10	322	49	140	133
STATE SECONDARY SYSTEMS	92	16	9	7	76	29	35	12
COUNTY ROADS UNDER STATE CONTROL ^{5/}	120	51	26	25	69	51	16	2
STATE PARKS, FORESTS, RESERVATIONS, ETC. ^{6/}	5	3	1	2	2	1	1	-
TOTAL	554	85	41	44	469	136	186	147
UNDER LOCAL CONTROL:								
COUNTY ROADS	1,659	915	540	375	744	591	111	42
TOWN AND TOWNSHIP ROADS	686	369	163	206	317	280	30	7
OTHER LOCAL ROADS	39	39	39	-	-	-	-	-
TOTAL	2,384	1,323	742	581	1,061	871	141	49
UNDER FEDERAL CONTROL:								
NATIONAL PARKS, FORESTS, RESERVATIONS, ETC. ^{6/}	72	58	34	24	14	11	2	1
TOTAL RURAL MILEAGE	3,010	1,466	817	649	1,544	1,018	329	197
URBAN MILEAGE:								
UNDER STATE CONTROL:								
URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS	31	1	-	1	30	2	8	20
UNDER LOCAL CONTROL:								
CITY STREETS ^{7/}	285	74	(8/)	8/ 74	211	75	49	87
TOTAL URBAN MILEAGE	316	75	-	75	241	77	57	107
TOTAL RURAL AND URBAN MILEAGE IN THE UNITED STATES	3,326	1,541	817	724	1,785	1,095	386	304

^{1/} COMPILED FROM REPORTS OF STATE AUTHORITIES AND PLANNING SURVEY DATA.

^{2/} CONSISTS OF STABILIZED SOIL AND GRAVEL OR STONE SURFACES.

^{3/} CONSISTS OF BITUMINOUS TREATED AND MIXED BITUMINOUS SURFACES.

^{4/} CONSISTS OF BITUMINOUS PENETRATION, BITUMINOUS CONCRETE, SHEET ASPHALT, PORTLAND CEMENT CONCRETE, BRICK, BLOCK, AND DUAL-TYPE SURFACES.

^{5/} COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA.

^{6/} STATE AND NATIONAL PARK, FOREST, RESERVATION, AND OTHER ROADS THAT ARE NOT A PART OF THE STATE OR LOCAL SYSTEMS.

^{7/} INCLUDES SOME DATA FOR 1948 AND ALSO FOR YEARS PRIOR TO 1947.

^{8/} GRADED AND DRAINED CLASSIFICATION INCLUDES PRIMITIVE AND UNIMPROVED MILEAGE.

FEDERAL AID

MILEAGE OF THE FEDERAL-AID SYSTEMS

The Federal-aid primary system consists of approximately 233,000 miles of roads. These roads, selected jointly by the States and the Federal Government, are almost entirely on the State highway systems, and are a part of, and not in addition to, the mileages given in the mileage section of this bulletin.

The selection of the secondary system authorized by the Federal-aid Highway Act of 1944 has not been completed. As of June 30, 1949, this system consisted of 393,000 miles, approximately 42 percent on State systems, and the remaining 58 percent on county or other local systems. The 1944 Act also made new provisions for the expenditure of Federal funds in urban areas.

The mileages of the Federal-aid primary and secondary systems are given in the table on page 118. The mileage of the primary system in urban areas is shown separately. A small portion of the system mileage is on proposed or projected locations and therefore is not open to public travel.

The table on page 119 shows the mileage of the primary system, by surface type, for a series of years. The surface-type classification is the same as that used in the State mileage tables (SM series), with the exception that road types F, G, and H are not shown separately.

FEDERAL-AID CONSTRUCTION

Under current Congressional authorizations, \$450 million has been made available for appropriation for each of the fiscal years 1950 and 1951 for construction and reconstruction of highways on the approved Federal-aid systems.

The apportionment of these funds during the cal-

endar year 1948 is given on page 120. This is the statutory distribution of authorized Federal-aid funds, and should not be confused with payments to the States for work completed. (The payment of Federal funds during 1948 appears as income to the States on table SF-1, and on other tables of the SF series, in the section on State highway finance in this bulletin.) Although the apportionments are made for a given year, considerable flexibility in expending the funds is permitted in order to allow the States sufficient time for orderly planning and budgeting of their highway construction.

Federal funds are available for expenditure only on the designated Federal-aid systems, and in general must be matched by an equal amount of State or local funds. Federal aid may not be expended for maintenance. The cost of most Federal-aid projects is paid initially out of State highway funds, or in some cases by counties or other local governments. The Federal share is paid as the work progresses, with a final payment made upon completion of the work.

The increase in construction and maintenance unit costs in recent years is illustrated in the tables on pages 121 and 122. The average hourly wage rates on Federal-aid projects are given on page 123. In addition to these tables, a measure of the 1948 work volume on Federal-aid and non-Federal-aid projects is given, by States, in the table of man-months of employment, on page 124.

Federal-aid projects completed during 1948 totaled 21,725 miles. The details of this construction are given in the tables on pages 125 and 126. It should be noted that this mileage is not additive to that shown in the SMB series of tables (mileage built by State highway departments) but is included in the total of 41,968 miles built during the year as given in table SMB-1.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MILEAGE OF THE DESIGNATED FEDERAL-AID SYSTEMS
AS OF JUNE 30, 1949

STATE OR TERRITORY	FEDERAL-AID PRIMARY SYSTEM			FEDERAL- AID SECONDARY SYSTEM	TOTAL FEDERAL- AID SYSTEM MILEAGE	STATE OR TERRITORY
	RURAL SYSTEM	URBAN EXTENSIONS	TOTAL			
ALABAMA	4,797	212	5,009	10,332	15,341	ALABAMA
ARIZONA	2,455	35	2,490	2,719	5,209	ARIZONA
ARKANSAS	3,373	103	3,476	12,752	16,228	ARKANSAS
CALIFORNIA	6,387	623	7,010	8,985	15,995	CALIFORNIA
COLORADO	3,927	92	4,019	3,619	7,638	COLORADO
CONNECTICUT	798	287	1,085	1,101	2,186	CONNECTICUT
DELAWARE	502	26	528	574	1,102	DELAWARE
FLORIDA	3,399	325	3,724	7,360	11,084	FLORIDA
GEORGIA	6,589	275	6,864	11,989	18,853	GEORGIA
IDAHO	3,330	39	3,369	3,048	6,417	IDAHO
ILLINOIS	9,321	966	10,287	7,252	17,539	ILLINOIS
INDIANA	4,285	514	4,799	8,709	13,508	INDIANA
IOWA	9,341	341	9,682	33,022	42,704	IOWA
KANSAS	8,540	169	8,709	19,475	28,184	KANSAS
KENTUCKY	3,661	169	3,830	10,502	14,332	KENTUCKY
LOUISIANA	2,464	210	2,674	5,586	8,260	LOUISIANA
MAINE	1,533	91	1,624	2,219	3,843	MAINE
MARYLAND	1,670	178	1,848	5,159	7,007	MARYLAND
MASSACHUSETTS	1,122	916	2,038	2,170	4,208	MASSACHUSETTS
MICHIGAN	6,001	475	6,476	12,080	18,556	MICHIGAN
MINNESOTA	7,045	338	7,383	14,037	21,420	MINNESOTA
MISSISSIPPI	4,201	140	4,341	7,336	11,677	MISSISSIPPI
MISSOURI	8,040	222	8,262	11,094	19,356	MISSOURI
MONTANA	5,701	60	5,761	3,064	8,825	MONTANA
NEBRASKA	5,441	111	5,552	9,936	15,488	NEBRASKA
NEVADA	2,183	26	2,209	1,872	4,081	NEVADA
NEW HAMPSHIRE	1,053	107	1,160	598	1,758	NEW HAMPSHIRE
NEW JERSEY	1,176	555	1,731	1,912	3,643	NEW JERSEY
NEW MEXICO	4,082	57	4,139	3,982	8,121	NEW MEXICO
NEW YORK	8,703	1,129	9,832	19,058	28,890	NEW YORK
NORTH CAROLINA	7,760	274	8,034	6,760	14,794	NORTH CAROLINA
NORTH DAKOTA	3,250	43	3,293	10,038	13,331	NORTH DAKOTA
OHIO	6,630	875	7,505	12,055	19,560	OHIO
OKLAHOMA	7,156	199	7,355	10,626	17,981	OKLAHOMA
OREGON	3,795	131	3,926	4,463	8,389	OREGON
PENNSYLVANIA	6,688	1,191	7,879	10,624	18,503	PENNSYLVANIA
RHODE ISLAND	288	216	504	260	764	RHODE ISLAND
SOUTH CAROLINA	4,262	124	4,386	5,271	9,657	SOUTH CAROLINA
SOUTH DAKOTA	4,153	61	4,214	10,696	14,910	SOUTH DAKOTA
TENNESSEE	4,783	209	4,992	6,377	11,369	TENNESSEE
TEXAS	15,292	629	15,921	19,951	35,872	TEXAS
UTAH	2,205	61	2,266	2,630	4,896	UTAH
VERMONT	1,201	47	1,248	1,770	3,018	VERMONT
VIRGINIA	4,903	244	5,147	16,340	21,487	VIRGINIA
WASHINGTON	3,415	160	3,575	6,096	9,671	WASHINGTON
WEST VIRGINIA	2,200	206	2,406	10,987	13,393	WEST VIRGINIA
WISCONSIN	5,727	309	6,036	13,435	19,471	WISCONSIN
WYOMING	3,395	30	3,425	1,645	5,070	WYOMING
DISTRICT OF COLUMBIA	-	134	134	54	188	DISTRICT OF COLUMBIA
HAWAII	568	(1/)	568	531	1,099	HAWAII
PUERTO RICO	560	(1/)	560	957	1,517	PUERTO RICO
TOTAL	219,351	13,934	233,285	393,108	626,393	TOTAL

1/ SEGREGATION NOT AVAILABLE.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MILEAGE OF THE FEDERAL-AID PRIMARY SYSTEM CLASSIFIED BY TYPE OF SURFACE

CALENDAR YEAR	NONSURFACED MILEAGE			SURFACED MILEAGE								MAJOR STRUCTURES AND FERRIES	TOTAL FEDERAL-AID PRIMARY SYSTEM <u>4/</u>
	B UNIMPROVED AND BLADED EARTH <u>1/</u>	C GRADED AND DRAINED	TOTAL	D SOIL SURFACED	E GRAVEL OR STONE	F, G, H BITUMINOUS SURFACE TREATED, MIXED BITU- MINOUS, BITU- MINOUS PENE- TRATION	I BITUMINOUS CONCRETE, SHEET AS- PHALT, ROCK ASPHALT <u>2/</u>	J PORTLAND CEMENT CONCRETE	K, L BRICK AND BLOCK	MISCELLA- NEOUS UN- CLASSIFIED PAVEMENTS <u>3/</u>	TOTAL		
1928	32,903	21,528	54,431	11,197	52,406	21,143	6,496	34,729	2,295	7,373	135,639	92	190,162
1929	29,126	20,208	49,334	11,896	50,246	26,231	6,974	39,908	2,376	7,564	145,197	153	194,684
1930	25,391	19,282	44,673	12,430	45,790	31,746	8,021	46,386	2,380	7,828	154,581	207	199,461
1931	18,087	17,885	35,972	12,177	44,451	37,238	8,583	54,504	2,258	8,263	167,524	196	203,692
1932	16,889	12,178	29,067	11,761	41,730	43,531	9,013	60,808	2,270	8,265	177,378	200	206,645
1933	13,875	11,369	25,244	11,624	41,619	48,971	9,883	63,329	2,280	8,500	186,206	240	211,690
1934	10,450	12,238	22,688	11,106	39,592	53,892	10,226	65,205	2,345	8,896	191,262	261	214,211
1935	8,707	11,112	19,819	10,533	39,457	51,906	11,500	67,208	2,240	9,695	198,539	187	218,545
1936	7,219	10,353	17,572	10,611	35,778	63,706	12,548	68,643	1,923	10,626	203,835	206	221,613
1937	6,305	8,798	15,103	9,984	31,969	69,082	13,386	71,392	1,879	11,380	209,072	245	224,420
1938	6,727	7,148	13,875	8,689	26,940	76,541	14,500	72,837	1,748	12,166	213,421	265	227,561
1939	6,515	6,271	12,786	7,141	27,521	79,403	14,588	73,320	1,642	13,303	216,918	383	230,087
1940	6,314	5,805	12,119	7,373	27,021	81,247	15,265	74,184	1,509	13,372	219,971	419	232,509
1941	5,114	4,530	9,644	7,174	18,854	86,391	15,962	75,029	1,446	13,472	218,328	339	228,311
1942	4,892	3,953	8,845	5,387	21,368	85,579	17,061	75,300	1,346	13,879	219,920	357	229,122
1943	4,792	3,775	8,567	4,475	21,824	86,003	17,789	74,922	1,189	14,285	220,487	394	229,448
1944	4,868	3,701	8,569	3,465	20,983	87,790	18,850	74,242	1,064	14,547	220,941	394	229,934
1945	4,899	3,443	8,342	2,848	20,353	89,769	20,066	73,607	963	14,585	222,191	392	230,925

1/ INCLUDES SOME MILEAGE ON PROJECTED LOCATION.

2/ INCLUDES SOME DUAL-TYPE SURFACED MILEAGE.

3/ ALL LOCATED WITHIN URBAN PLACES.

4/ THESE MILEAGES ARE IN ACCORDANCE WITH REPORTS SUBMITTED BY THE STATES AT VARIOUS DATES WITHIN THE CALENDAR YEAR AND DIFFER FROM THOSE ELSEWHERE REPORTED AS OF JUNE 30, OR OF DECEMBER 31 FOR EACH YEAR.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL HIGHWAY FUNDS APPORTIONED DURING
THE CALENDAR YEAR 1948

FEDERAL FUNDS AUTHORIZED FOR THE FISCAL YEAR 1950 ^{1/}

STATE OR TERRITORY	FEDERAL-AID				STATE OR TERRITORY
	PRIMARY	SECONDARY	URBAN	TOTAL	
ALABAMA	\$4,234,466	\$3,347,912	\$1,157,921	\$8,740,299	ALABAMA
ARIZONA	2,883,981	1,994,406	232,926	5,111,313	ARIZONA
ARKANSAS	3,437,818	2,765,905	495,958	6,699,681	ARKANSAS
CALIFORNIA	8,025,813	4,595,138	7,216,292	19,837,243	CALIFORNIA
COLORADO	3,583,930	2,411,757	829,510	6,825,197	COLORADO
CONNECTICUT	1,240,162	681,025	2,316,659	4,237,846	CONNECTICUT
DELAWARE	974,531	649,688	181,297	1,805,516	DELAWARE
FLORIDA	2,894,455	1,938,785	1,421,220	6,254,460	FLORIDA
GEORGIA	5,026,124	3,834,698	1,441,091	10,301,913	GEORGIA
IDAHO	2,478,367	1,733,203	188,176	4,399,746	IDAHO
ILLINOIS	7,812,450	4,198,769	8,449,887	20,461,106	ILLINOIS
INDIANA	4,762,317	3,193,419	2,723,787	10,679,523	INDIANA
IOWA	4,916,913	3,516,275	1,414,525	9,847,713	IOWA
KANSAS	4,973,808	3,493,343	983,721	9,450,872	KANSAS
KENTUCKY	3,765,200	3,045,891	1,154,581	7,965,672	KENTUCKY
LOUISIANA	3,036,036	2,270,096	1,360,748	6,666,880	LOUISIANA
MAINE	1,721,234	1,240,539	498,017	3,459,790	MAINE
MARYLAND	1,632,747	1,043,969	1,590,418	4,267,134	MARYLAND
MASSACHUSETTS	2,614,477	698,824	5,875,054	9,188,355	MASSACHUSETTS
MICHIGAN	6,058,649	3,663,939	5,048,623	14,771,211	MICHIGAN
MINNESOTA	5,356,784	3,690,493	1,960,081	11,007,358	MINNESOTA
MISSISSIPPI	3,649,214	3,001,136	533,179	7,183,529	MISSISSIPPI
MISSOURI	5,909,105	4,048,164	2,799,683	12,756,952	MISSOURI
MONTANA	4,048,884	2,766,121	273,348	7,088,353	MONTANA
NEBRASKA	3,954,543	2,791,999	695,466	7,442,008	NEBRASKA
NEVADA	2,564,998	1,718,707	53,853	4,337,558	NEVADA
NEW HAMPSHIRE	974,531	649,688	422,019	2,046,238	NEW HAMPSHIRE
NEW JERSEY	2,547,207	927,053	4,911,404	8,385,664	NEW JERSEY
NEW MEXICO	3,234,379	2,238,846	228,567	5,701,792	NEW MEXICO
NEW YORK	9,615,348	3,788,591	16,681,818	30,085,757	NEW YORK
NORTH CAROLINA	4,867,144	3,983,477	1,320,007	10,176,628	NORTH CAROLINA
NORTH DAKOTA	2,951,523	2,127,843	190,644	5,270,010	NORTH DAKOTA
OHIO	6,967,252	4,101,078	6,698,622	17,766,952	OHIO
OKLAHOMA	4,484,445	3,294,834	1,197,791	8,977,070	OKLAHOMA
OREGON	3,330,486	2,272,391	720,430	6,323,307	OREGON
PENNSYLVANIA	8,156,836	4,679,791	9,344,128	22,180,755	PENNSYLVANIA
RHODE ISLAND	974,531	649,688	997,786	2,622,005	RHODE ISLAND
SOUTH CAROLINA	2,724,022	2,246,419	581,082	5,551,523	SOUTH CAROLINA
SOUTH DAKOTA	3,114,552	2,217,687	197,342	5,529,581	SOUTH DAKOTA
TENNESSEE	4,266,287	3,278,719	1,415,352	8,960,358	TENNESSEE
TEXAS	12,679,694	8,930,900	3,966,153	25,576,747	TEXAS
UTAH	2,259,221	1,504,566	385,353	4,149,140	UTAH
VERMONT	974,531	649,688	188,251	1,812,470	VERMONT
VIRGINIA	3,657,445	2,836,866	1,324,938	7,819,249	VIRGINIA
WASHINGTON	3,145,271	2,129,619	1,303,754	6,578,644	WASHINGTON
WEST VIRGINIA	2,211,489	1,857,176	717,603	4,786,268	WEST VIRGINIA
WISCONSIN	4,802,731	3,253,279	2,358,393	10,414,403	WISCONSIN
WYOMING	2,474,161	1,679,067	118,209	4,271,437	WYOMING
HAWAII	974,531	649,688	349,535	1,973,754	HAWAII
DISTRICT OF COLUMBIA	974,531	649,688	1,018,601	2,642,820	DISTRICT OF COLUMBIA
PUERTO RICO	987,096	1,006,657	741,447	2,735,200	PUERTO RICO

^{1/} APPORTIONED AND MADE AVAILABLE TO THE STATES ON SEPTEMBER 1, 1948.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PRICE TRENDS IN HIGHWAY CONSTRUCTION

BASED ON CONTRACT PRICES FOR FEDERAL-AID CONSTRUCTION

YEAR	COMMON EXCAVATION		CONCRETE PAVEMENT		STRUCTURES				COMPOSITE MILE INDEX 2/
	BID PRICE CU. YD.	SUB- INDEX 1/	BID PRICE SQ. YD.	SUB- INDEX 1/	BID PRICE			SUB- INDEX 1/	
					REIN- FORCING STEEL-LB.	STRUCTURAL STEEL LB.	STRUCTURAL CONCRETE CU. YD.		
1925	\$0.39	110.0	\$2.36	106.4	\$0.056	\$0.067	\$22.53	103.9	107.5
1926	.36	103.7	2.29	103.1	.053	.074	22.76	103.7	103.4
1927	.35	100.3	2.29	103.3	.051	.071	22.65	101.5	101.9
1928	.34	96.0	2.10	94.5	.049	.067	21.22	96.1	95.3
1929	.32	90.0	2.05	92.7	.048	.059	21.58	95.0	92.1
1930	.30	86.3	1.86	84.1	.045	.061	20.08	89.4	85.7
1931	.27	77.6	1.68	75.6	.040	.054	18.02	79.9	76.8
1932	.18	55.0	1.44	64.8	.034	.046	15.33	68.0	61.0
1933	.26	74.0	1.67	75.1	.038	.046	16.15	72.2	76.7
1934	.29	83.3	1.90	85.8	.043	.053	17.73	80.8	84.0
1935	.26	73.3	1.90	85.6	.044	.052	17.78	81.3	80.6
1936	.26	74.8	1.91	86.0	.046	.060	20.25	90.0	82.9
1937	.24	69.0	1.89	85.1	.048	.066	19.76	91.5	79.4
1938	.21	59.8	1.72	77.5	.045	.063	19.06	87.2	72.8
1939	.21	59.8	1.73	77.8	.044	.059	19.13	85.9	72.6
1940	.21	59.2	1.68	75.6	.045	.063	19.17	87.6	71.6
1941	.24	69.2	1.89	85.2	.054	.076	21.44	100.8	81.8
1942	.37	105.5	2.44	109.7	.065	.090	26.16	122.3	109.9
1943	.44	125.6	2.78	125.7	.067	.095	30.19	134.4	126.9
1944	.38	108.3	2.54	114.3	.064	.089	31.94	136.5	115.5
1945	.36	102.6	2.48	111.8	.062	.077	31.62	132.5	111.7
1946	.36	101.9	2.78	125.3	.075	.113	38.79	164.7	122.9
1947	.39	111.2	3.20	144.2	.093	.132	45.84	196.9	140.4
1948									
1ST QTR.	.43	122.5	3.34	150.6	.100	.145	50.46	215.7	150.5
2ND "	.43	122.5	3.56	160.5	.106	.158	49.74	219.7	155.9
3RD "	.44	125.4	3.71	167.3	.109	.159	50.89	224.6	161.0
4TH "	.42	119.7	3.92	176.7	.116	.169	52.89	235.7	165.3
AVERAGE	.43	122.5	3.63	163.8	.108	.158	51.00	223.9	158.2
1949									
1ST QTR.	.42	119.7	3.83	172.7	.113	.167	49.04	223.6	161.4
2ND "	.41	116.8	3.68	165.9	.105	.147	48.30	213.5	155.5
3RD "	.38	108.6	3.56	160.4	.100	.136	47.21	205.8	148.7
BASE 1925-29	.35	100.0	2.22	100.0	.052	.067	22.15	100.0	100.0

1/ AN INDEX VALUE OF 100 CORRESPONDS TO AVERAGE ACCEPTED BID PRICES IN THE BASE YEARS 1925-1929.

2/ THE COMPOSITE MILE IS MADE UP OF AVERAGE QUANTITIES OF MATERIALS AS DETERMINED FOR THE BASE YEARS 1925-1929. IT INCLUDES 17,491 CUBIC YARDS OF EXCAVATION, 3,726 SQUARE YARDS OF PAVING, 16,000 POUNDS REINFORCING STEEL, 4,325 POUNDS STRUCTURAL STEEL AND 68 CUBIC YARDS OF STRUCTURAL CONCRETE. THE COMPOSITE MILE DOES NOT REPRESENT QUANTITIES INVOLVED IN THE ACTUAL CONSTRUCTION OF ANY PARTICULAR TYPE OF ROAD.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

COST TRENDS

HIGHWAY MAINTENANCE AND OPERATION, 1935 - 1949 1/

YEAR	LABOR	MATERIAL	EQUIPMENT	OVERHEAD	TOTAL
1935	100.00	100.00	100.00	100.00	100.00
1936	102.19	104.31	97.97	100.29	101.24
1937	108.48	104.42	99.31	102.50	104.46
1938	110.17	103.73	103.51	103.97	106.36
1939	111.29	101.64	105.87	105.83	107.23
1940	112.33	100.30	107.12	110.20	108.13
1941	121.16	102.86	110.11	111.33	113.30
1942	134.93	115.68	113.27	113.93	122.83
1943	151.82	117.76	114.46	116.87	130.88
1944	162.42	123.22	116.77	119.81	137.34
1945	171.16	130.10	129.89	135.01	147.52
1946	180.56	132.62	141.28	148.30	156.40
1947	198.40	145.83	153.39	162.38	171.28
1948	216.63	160.58	176.37	170.62	189.31
FIRST 1/2 1949	222.34	157.70	187.98	171.99	194.57

1/ BASED UPON THE COST OF MAINTAINING AND OPERATING THE EXISTING STATE HIGHWAY SYSTEMS. ADDITIONAL DATA ARE CONTAINED IN THE 1947 PROGRESS REPORT OF THE PROJECT COMMITTEE ON MAINTENANCE COSTS, HIGHWAY RESEARCH BOARD.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

AVERAGE HOURLY WAGE RATES ON FEDERAL-AID PROJECTS

CLASSIFICATION	NEW ENGLAND	MIDDLE ATLANTIC	EAST NORTH CENTRAL	WEST NORTH CENTRAL	SOUTH ATLANTIC	EAST SOUTH CENTRAL	WEST SOUTH CENTRAL	MOUNTAIN	PACIFIC	UNITED STATES
			CALENDAR YEAR 1947							
EXECUTIVE, ADMINISTRATIVE, AND SUPERVISORY	\$1.58	\$1.76	\$1.77	\$1.53	\$1.38	\$1.38	\$1.35	\$1.88	\$2.13	\$1.59
SKILLED	1.86	2.00	1.91	1.60	1.37	1.48	1.46	1.86	1.98	1.68
INTERMEDIATE GRADE	1.28	1.43	1.43	1.19	.99	1.04	1.03	1.37	1.54	1.22
UNSKILLED	1.11	1.13	1.13	.93	.74	.69	.76	1.11	1.32	.91
			CALENDAR YEAR 1948							
EXECUTIVE, ADMINISTRATIVE, AND SUPERVISORY	1.77	1.86	1.93	1.68	1.59	1.45	1.48	2.00	2.16	1.72
SKILLED	2.00	2.19	2.06	1.71	1.58	1.57	1.58	2.06	2.17	1.82
INTERMEDIATE GRADE	1.45	1.61	1.55	1.30	1.08	1.07	1.11	1.59	1.75	1.35
UNSKILLED	1.24	1.26	1.25	1.07	.83	.73	.81	1.23	1.51	1.02
			FIRST QUARTER 1949							
EXECUTIVE, ADMINISTRATIVE, AND SUPERVISORY	2.07	2.18	2.16	1.85	1.59	1.50	1.57	2.12	2.32	1.80
SKILLED	2.09	2.41	2.13	1.55	1.53	1.68	1.61	2.08	2.18	1.82
INTERMEDIATE GRADE	1.57	1.78	1.58	1.12	1.10	.94	1.14	1.55	1.77	1.28
UNSKILLED	1.44	1.58	1.30	1.02	.84	.75	.82	1.27	1.58	1.00
			SECOND QUARTER 1949							
EXECUTIVE, ADMINISTRATIVE, AND SUPERVISORY	1.65	2.11	2.05	1.79	2.12	1.59	1.56	2.13	2.50	1.96
SKILLED	1.77	2.50	2.05	1.69	2.07	1.64	1.64	2.11	2.26	1.99
INTERMEDIATE GRADE	1.26	1.67	1.54	1.22	1.23	1.13	1.11	1.58	1.84	1.34
UNSKILLED	1.02	1.43	1.33	1.06	1.04	.75	.84	1.26	1.57	1.06
			THIRD QUARTER 1949							
EXECUTIVE, ADMINISTRATIVE, AND SUPERVISORY	1.71	1.99	1.95	1.71	1.80	1.60	1.51	2.14	2.54	1.84
SKILLED	1.99	2.27	2.19	1.78	1.90	1.79	1.60	2.22	2.30	1.98
INTERMEDIATE GRADE	1.45	1.76	1.60	1.35	1.23	1.17	1.12	1.66	1.87	1.45
UNSKILLED	1.19	1.49	1.37	1.16	.95	.79	.84	1.43	1.65	1.16

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL AND STATE HIGHWAY EMPLOYMENT

AVERAGE MAN - MONTHS

DURING THE CALENDAR YEAR 1948

STATE	CONSTRUCTION INVOLVING FEDERAL FUNDS				STATE WORK NOT INVOLVING FEDERAL FUNDS			GRAND TOTAL
	POSTWAR FEDERAL-AID PRIMARY, SECONDARY, AND URBAN	PREWAR FEDERAL-AID PRIMARY, SECONDARY, AND GRADE CROSSING	FORESTS, PARKS, AND MISCELLA- NEOUS	TOTAL	CONSTRUC- TION	MAINTENANCE	TOTAL ENGINEERING, SUPERVISORY, AND ADMINISTRATIVE	
ALABAMA	1,129	-	51	1,180	938	768	512	3,398
ARIZONA	467	-	39	506	403	511	427	1,847
ARKANSAS	729	1	34	764	76	1,286	177	2,303
CALIFORNIA	2,331	85	105	2,521	1,955	2,889	3,457	10,822
COLORADO	1,014	137	56	1,207	289	680	732	2,908
CONNECTICUT	265	-	-	265	891	1,640	1,107	3,903
DELAWARE	253	22	-	275	154	474	19	922
FLORIDA	1,027	89	4	1,120	2,007	2,409	1,178	6,714
GEORGIA	1,420	131	15	1,566	886	1,963	1,379	5,794
IDAHO	334	-	100	434	192	674	315	1,615
ILLINOIS	2,037	83	-	2,120	1,030	3,729	1,520	8,399
INDIANA	1,229	47	-	1,276	625	2,315	828	5,044
IOWA	1,532	40	55	1,627	43	1,475	737	3,882
KANSAS	1,666	128	9	1,803	271	1,636	637	4,347
KENTUCKY	1,064	41	21	1,126	440	3,059	1,414	6,039
LOUISIANA	830	211	9	1,050	664	3,575	629	5,938
MAINE	180	9	-	189	899	1,296	272	2,656
MARYLAND	465	31	85	581	792	1,390	641	3,404
MASSACHUSETTS	467	5	-	472	990	2,290	1,403	5,155
MICHIGAN	1,701	35	30	1,766	(1/)	3,660	1,392	6,818
MINNESOTA	1,840	38	44	1,922	53	2,138	1,890	6,003
MISSISSIPPI	1,614	194	111	1,919	2,109	1,552	1,025	6,605
MISSOURI	1,774	147	6	1,927	572	2,326	728	5,553
MONTANA	653	10	55	718	-	870	588	2,176
NEBRASKA	839	-	6	845	26	1,262	583	2,716
NEVADA	204	-	40	244	12	305	305	866
NEW HAMPSHIRE	252	-	7	259	462	1,444	221	2,386
NEW JERSEY	893	1	-	894	361	1,854	774	3,883
NEW MEXICO	717	20	36	773	239	598	401	2,011
NEW YORK	1,487	23	-	1,510	913	5,098	1,951	9,472
NORTH CAROLINA	1,283	133	110	1,526	618	6,127	1,515	9,786
NORTH DAKOTA	709	33	5	747	-	598	385	1,730
OHIO	1,616	95	5	1,716	1,010	4,966	1,886	9,578
OKLAHOMA	1,015	36	23	1,074	388	2,113	486	4,061
OREGON	751	37	391	1,179	235	1,932	760	4,126
PENNSYLVANIA	2,956	338	-	3,294	4,244	12,953	2,804	23,295
RHODE ISLAND	169	-	-	169	(1/)	589	209	967
SOUTH CAROLINA	1,521	25	31	1,577	1,890	2,453	1,244	7,164
SOUTH DAKOTA	653	37	19	709	100	700	458	1,967
TENNESSEE	1,218	114	100	1,432	1,020	1,725	356	4,533
TEXAS	5,790	34	33	5,857	1,209	4,509	3,354	14,929
UTAH	398	8	44	450	82	535	540	1,607
VERMONT	247	1	-	248	166	608	153	1,175
VIRGINIA	793	142	268	1,203	1,503	5,892	1,377	9,975
WASHINGTON	719	32	64	815	462	1,239	793	3,309
WEST VIRGINIA	465	11	29	505	190	4,935	644	6,274
WISCONSIN	1,442	133	42	1,617	539	3,234	723	6,113
WYOMING	486	2	41	529	(1/)	381	382	1,292
HAWAII	174	14	149	337	-	150	177	664
DIST. OF COL.	405	-	-	405	851	508	373	2,137
PUERTO RICO	546	-	-	546	2,627	3,102	640	6,915
TOTAL	53,769	2,753	2,272	58,794	35,446	114,415	46,521	255,176

1/ DATA NOT REPORTED.

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

FEDERAL-AID HIGHWAY PROJECTS COMPLETED DURING CALENDAR YEAR 1948

STATE OR TERRITORY	PRIMARY SYSTEM - RURAL			SECONDARY SYSTEM - RURAL			URBAN EXTENSIONS			TOTAL			STATE OR TERRITORY
	TOTAL COST	FEDERAL FUNDS	MILES COMPLETED	TOTAL COST	FEDERAL FUNDS	MILES COMPLETED	TOTAL COST	FEDERAL FUNDS	MILES COMPLETED	TOTAL COST	FEDERAL FUNDS	MILES COMPLETED	
ALABAMA	\$2,572,049	\$1,310,493	45.5	\$9,072,057	\$4,132,463	476.2	\$129,175	\$63,925	-	\$11,773,281	\$5,506,881	522.0	ALABAMA
ARIZONA	3,124,725	2,103,892	12.2	2,970,680	2,046,534	72.6	215,646	-	-	6,095,415	4,150,426	111.8	ARIZONA
ARKANSAS	4,914,424	2,433,316	109.9	5,607,489	2,902,725	241.3	206,108	206,108	29.4	10,727,559	5,512,413	351.8	ARKANSAS
CALIFORNIA	18,726,550	9,267,350	109.3	11,866,344	5,666,408	241.9	24,726,505	14,270,778	29.4	55,321,439	29,204,536	380.6	CALIFORNIA
COLORADO	10,679,593	6,121,598	209.2	5,701,035	3,321,299	232.6	3,145,316	1,867,840	2.2	19,615,944	11,310,737	444.0	COLORADO
CONNECTICUT	3,761,196	1,812,370	26.5	570,146	276,504	4.5	2,107,340	1,010,082	4.4	3,089,656	1,084,682	31.4	CONNECTICUT
DELAWARE	7,703,144	3,763,321	12.4	515,160	255,130	14.8	335,131	151,569	1.1	1,553,135	784,326	23.3	DELAWARE
FLORIDA	5,881,166	2,800,549	114.3	4,361,138	2,048,147	129.5	3,310,882	1,718,823	50.7	13,753,186	6,567,519	294.5	FLORIDA
GEORGIA	6,547,680	3,512,270	153.8	6,015,683	3,254,477	237.6	110,195	58,343	9.8	12,673,558	6,825,090	401.2	GEORGIA
IDAHO	2,516,964	1,578,295	54.1	1,420,352	859,575	76.0	10,329	6,352	(3)	3,947,645	2,444,122	130.1	IDAHO
ILLINOIS	8,489,622	4,156,062	160.3	6,354,857	3,351,723	259.3	2,794,676	1,384,056	20.1	16,276,155	8,932,659	439.7	ILLINOIS
INDIANA	7,437,376	3,708,735	61.8	5,194,421	2,877,559	77.6	2,653,555	1,273,342	15.7	15,915,352	7,899,676	155.1	INDIANA
IOWA	14,108,014	7,239,089	251.7	6,575,232	3,159,703	74.5	2,142,269	1,188,622	23.0	22,915,515	11,597,414	1,019.8	IOWA
KANSAS	15,684,624	8,059,173	440.7	7,036,503	3,448,789	1,594.7	3,200,402	1,537,257	21.4	25,879,959	13,045,219	1,762.8	KANSAS
KENTUCKY	7,487,584	3,915,245	120.3	2,883,857	1,392,040	177.5	1,395,166	681,551	8.7	16,491,151	8,088,836	306.5	KENTUCKY
LOUISIANA	5,279,590	2,633,163	64.9	2,883,857	1,319,065	59.0	661,628	324,860	1.5	8,825,075	4,277,088	125.4	LOUISIANA
MAINE	2,202,831	1,122,221	36.1	1,392,395	695,619	27.3	2,615,049	1,386,508	5.3	6,210,275	3,204,318	68.7	MAINE
MARYLAND	856,005	398,554	5.6	1,881,724	1,291,787	32.6	-	-	24.9	2,739,809	1,690,341	38.2	MARYLAND
MASSACHUSETTS	3,073,145	1,956,035	19.1	532,027	265,917	3.9	6,229,913	3,593,105	24.9	9,835,085	5,817,057	47.9	MASSACHUSETTS
MICHIGAN	16,331,772	8,586,656	224.5	6,075,793	3,077,532	271.8	9,556,325	4,598,565	39.7	31,965,890	16,193,153	536.0	MICHIGAN
MINNESOTA	16,295,729	7,899,304	448.3	9,604,602	4,881,676	1,050.3	2,341,415	1,158,398	42.7	28,601,746	13,930,378	1,541.3	MINNESOTA
MISSISSIPPI	13,359,000	4,140,390	255.5	6,607,593	3,209,639	292.6	1,045,425	485,372	6.2	15,714,189	7,841,401	554.3	MISSISSIPPI
MISSOURI	6,753,108	3,359,108	136.0	8,866,768	4,407,575	263.1	389,755	184,631	5.7	20,594,563	10,345,314	704.8	MISSOURI
MONTANA	6,194,001	3,881,252	193.7	3,598,036	2,088,859	534.7	-	-	-	9,792,097	5,970,111	488.4	MONTANA
NEBRASKA	8,038,199	4,017,258	363.0	3,911,104	1,957,514	276.7	747,359	379,134	13.9	12,696,662	6,353,906	653.6	NEBRASKA
NEVADA	2,144,226	1,545,008	59.5	1,693,202	1,292,694	166.4	260,954	191,934	1.1	4,103,292	3,029,636	857.4	NEVADA
NEW HAMPSHIRE	3,402,699	1,837,509	13.2	551,860	274,560	6.0	437,455	211,449	4.7	4,392,014	2,323,518	23.9	NEW HAMPSHIRE
NEW JERSEY	209,650	59,001	(2)	1,642,885	810,545	18.7	14,431,237	7,261,914	17.3	16,263,772	8,131,860	36.0	NEW JERSEY
NEW MEXICO	4,732,061	3,021,562	134.3	3,269,222	2,052,742	166.4	877,174	632,171	16.5	8,938,457	5,706,475	317.2	NEW MEXICO
NEW YORK	17,608,146	8,761,914	127.9	1,726,221	803,073	32.0	4,433,371	2,056,192	14.5	23,769,738	11,621,179	174.4	NEW YORK
NORTH CAROLINA	13,142,864	6,683,503	263.6	8,192,371	4,053,879	365.2	1,004,901	558,747	12.5	22,340,136	11,266,129	641.3	NORTH CAROLINA
NORTH DAKOTA	7,471,562	4,019,580	306.8	3,102,222	1,770,047	662.7	1,532,872	919,043	24.1	12,106,656	6,708,670	593.6	NORTH DAKOTA
OHIO	8,972,617	4,273,013	47.2	8,379,706	4,139,319	140.4	3,629,287	2,311,305	3.8	21,281,610	10,723,637	191.4	OHIO
OKLAHOMA	4,743,061	2,497,316	112.8	6,156,070	3,042,126	742.4	872,422	422,129	2.2	11,771,553	5,961,571	857.4	OKLAHOMA
OREGON	8,642,287	5,046,967	146.5	3,521,235	2,126,079	145.0	1,924,498	1,118,679	3.2	14,088,020	8,291,725	294.7	OREGON
PENNSYLVANIA	27,572,481	14,976,946	116.0	11,215,944	5,593,066	125.8	10,331,732	5,374,334	27.3	49,590,157	25,880,346	269.1	PENNSYLVANIA
RHODE ISLAND	1,212,867	591,200	3.8	205,505	101,124	1.1	3,758,287	1,850,827	18.5	5,176,659	2,542,951	22.4	RHODE ISLAND
SOUTH CAROLINA	3,740,693	1,924,220	90.6	4,942,509	2,316,970	208.2	718,642	351,074	3.5	9,401,764	4,592,264	302.3	SOUTH CAROLINA
SOUTH DAKOTA	9,683,802	5,942,815	514.4	3,393,516	1,845,788	395.4	3,077,777	26,630	8.9	13,060,425	7,815,063	907.8	SOUTH DAKOTA
TENNESSEE	4,139,154	2,042,090	68.9	7,826,616	3,694,506	365.4	3,622,755	2,228,642	67.4	15,588,325	8,169,238	443.2	TENNESSEE
TEXAS	26,139,561	13,292,844	675.2	21,247,097	10,370,342	2,013.2	15,258,186	9,156,059	67.4	62,644,844	32,819,649	2,755.8	TEXAS
UTAH	2,676,277	1,939,417	73.4	2,717,217	1,895,936	178.8	597,870	433,731	6	5,929,364	4,269,082	232.8	UTAH
VERMONT	2,955,207	1,470,188	32.8	1,584,881	783,680	33.9	-	-	(3)	4,518,887	2,262,415	66.7	VERMONT
VIRGINIA	9,375,980	4,813,827	63.5	5,175,324	2,681,636	255.5	-	-	-	14,651,304	7,495,463	319.0	VIRGINIA
WASHINGTON	5,485,142	3,052,664	75.8	4,207,065	1,934,008	157.1	4,101,476	203,653	3.3	10,102,683	5,240,325	226.2	WASHINGTON
WEST VIRGINIA	2,780,457	1,266,871	10.4	2,906,367	1,363,123	76.6	914,306	637,079	4.4	6,395,814	3,286,123	100.4	WEST VIRGINIA
WISCONSIN	11,213,168	6,618,779	204.0	8,570,265	3,402,634	488.9	4,823,273	2,342,342	46.1	24,612,866	10,453,449	739.0	WISCONSIN
WYOMING	5,444,944	3,530,060	171.3	4,136,348	2,633,637	188.4	152,272	76,712	15.3	9,137,104	6,242,409	315.0	WYOMING
HAWAII	1,343,447	569,304	16.8	371,451	179,416	1.8	159,149	73,037	.1	1,874,047	821,757	20.7	HAWAII
DISTRICT OF COLUMBIA	707,757	319,609	-	384,909	183,237	-	1,092,711	636,130	4.4	1,092,711	636,130	4.4	DISTRICT OF COLUMBIA
PUERTO RICO	-	-	2.0	-	-	4.4	114,231	45,795	1.4	1,206,897	548,641	7.8	PUERTO RICO
TOTAL	378,332,346	197,737,902	7,066.4	282,951,575	123,063,714	44,029.7	141,705,075	76,660,556	628.6	762,988,956	397,462,212	21,734.7	TOTAL

3/ GRADE CROSSING PROTECTION.

1/ PROJECTS FINANCED FROM PREWAR AND POSTWAR FEDERAL-AID FUNDS AND FROM EMERGENCY FUNDS.

2/ ENGINEERING. NO MILEAGE INVOLVED.

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

 MILEAGE COMPLETED DURING 1948 ON PROJECTS FINANCED
 WITH FEDERAL HIGHWAY FUNDS ^{1/}

STATE OR TERRITORY	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED									
			TOTAL MILEAGE SURFACED	D SOIL- SURFACED	E GRAVEL OR STONE	F BITU- MINOUS SURFACE- TREATED	G MIXED BITU- MINOUS	H BITU- MINOUS PENE- TRATION	I BITU- MINOUS CONCRETE AND SHEET ASPHALT	J PORTLAND CEMENT CONCRETE	M COMBI- NATION	BRIDGES
ALABAMA	522.0	24.0	498.0	-	8.9	368.6	.8	110.9	2.1	4.6	-	2.1
ARIZONA	114.8	5.5	109.3	-	6.0	26.3	73.4	-	-	2.8	-	.8
ARKANSAS	351.8	-	351.8	-	83.7	3.5	208.6	-	53.2	.7	-	2.1
CALIFORNIA	380.6	9.4	371.2	-	36.0	54.2	222.1	7.2	9.4	31.5	4.5	6.3
COLORADO	444.0	19.5	424.5	-	198.4	7.1	216.0	-	-	.9	.9	1.2
CONNECTICUT	35.4	3.8	31.6	-	-	-	-	4.7	-	26.8	-	.1
DELAWARE	28.3	-	28.3	-	-	7.9	-	-	20.4	-	-	-
FLORIDA	294.5	-	294.5	-	-	69.3	90.9	-	133.4	-	-	.9
GEORGIA	401.2	3.2	398.0	19.2	22.1	272.9	21.9	.5	44.8	14.3	-	2.3
IDAHO	130.1	5.0	125.1	-	43.2	41.2	40.3	-	-	-	-	.4
ILLINOIS	439.7	8.7	431.0	-	93.3	80.6	79.8	-	135.6	37.1	3.4	1.2
INDIANA	155.1	16.0	139.1	-	20.9	12.6	16.5	-	.9	80.5	6.7	1.0
IOWA	1,019.8	152.1	867.7	-	665.5	66.8	-	-	18.5	113.9	-	3.0
KANSAS	1,762.8	111.6	1,651.2	17.8	1,282.5	24.0	247.5	-	9.1	67.6	.2	2.5
KENTUCKY	306.5	19.3	287.2	-	233.7	-	5.7	-	20.6	23.5	1.6	2.1
LOUISIANA	125.4	25.4	100.0	-	-	55.1	-	-	-	42.9	-	2.0
MAINE	68.7	8.4	60.3	-	-	13.6	23.4	16.1	6.7	-	-	.5
MARYLAND	38.2	-	38.2	-	14.6	12.3	2.2	1.2	2.3	5.5	-	.1
MASSACHUSETTS	47.9	-	47.9	-	2.4	-	-	17.8	17.4	8.2	1.9	.2
MICHIGAN	536.0	100.1	435.9	-	137.1	15.9	98.0	9.6	30.9	133.1	10.1	1.2
MINNESOTA	1,541.3	360.1	1,181.2	26.5	719.9	-	332.1	-	1.1	100.5	-	1.1
MISSISSIPPI	554.3	99.6	454.7	21.3	71.4	306.4	16.9	-	.1	35.2	-	3.4
MISSOURI	764.8	-	764.8	-	506.8	62.5	27.7	-	64.4	87.7	13.2	2.5
MONTANA	428.4	58.9	369.5	-	184.0	48.9	135.6	-	-	-	-	1.0
NEBRASKA	653.6	24.8	628.8	-	282.4	-	314.1	-	7.5	23.7	-	1.1
NEVADA	227.0	-	227.0	-	54.7	-	172.1	-	-	.1	-	.1
NEW HAMPSHIRE	23.9	-	23.9	-	-	1.6	18.0	-	3.9	-	-	.4
NEW JERSEY	36.0	9.9	26.1	-	.1	-	-	2.5	14.0	9.0	-	.5
NEW MEXICO	317.2	-	317.2	-	109.5	-	206.7	-	-	.1	-	.9
NEW YORK	174.4	7.7	166.7	-	14.9	8.5	16.8	5.8	48.6	70.4	-	1.7
NORTH CAROLINA	641.3	63.7	577.6	-	-	417.6	115.1	-	3.6	38.9	-	2.4
NORTH DAKOTA	993.6	123.3	870.3	-	679.2	6.9	154.0	-	-	30.0	-	.2
OHIO	191.4	1.9	189.5	-	5.6	12.5	81.3	2.1	53.9	32.5	-	1.6
OKLAHOMA	857.4	74.5	782.9	7.7	606.9	119.4	4.7	-	-	36.7	5.2	2.3
OREGON	294.7	22.0	272.7	-	5.4	118.6	-	108.6	30.0	9.1	.1	.9
PENNSYLVANIA	269.1	-	269.1	-	-	13.8	2.3	72.0	30.4	148.9	-	1.7
RHODE ISLAND	22.4	-	22.4	-	-	-	-	2.5	14.1	3.4	2.3	.1
SOUTH CAROLINA	302.3	.5	301.8	5.5	-	283.6	-	-	9.5	-	-	3.2
SOUTH DAKOTA	907.8	31.4	876.4	32.8	479.5	212.1	129.6	-	-	21.4	-	1.0
TENNESSEE	443.2	27.9	415.3	-	136.9	94.0	119.6	16.2	12.6	33.2	2.0	.8
TEXAS	2,755.8	254.5	2,501.3	58.5	166.8	2,084.5	7.7	-	90.5	46.0	35.0	12.3
UTAH	252.8	26.9	225.9	-	66.5	-	158.5	-	-	-	.5	.4
VERMONT	66.7	-	66.7	-	-	31.4	30.2	-	4.9	-	-	.2
VIRGINIA	319.0	1.7	317.3	-	-	164.7	-	86.6	23.9	39.1	2.0	1.0
WASHINGTON	236.2	.7	235.5	-	149.2	45.8	12.9	-	22.5	3.3	.9	.9
WEST VIRGINIA	100.4	3.0	97.4	-	63.7	12.7	-	9.5	2.9	7.9	-	.7
WISCONSIN	739.0	59.3	679.7	-	234.4	18.6	270.5	-	20.4	134.2	-	1.6
WYOMING	375.0	66.4	308.6	-	86.8	28.3	178.0	14.9	-	-	-	.6
HAWAII	20.7	-	20.7	-	-	.8	-	18.6	.9	-	-	.4
DISTRICT OF COLUMBIA	4.4	-	4.4	-	-	-	-	-	-	4.4	-	-
PUERTO RICO	7.8	-	7.8	-	-	3.1	1.3	1.4	-	2.0	-	-
TOTAL	21,724.7	1,830.7	19,894.0	-189.3	7,472.9	5,228.2	3,852.8	508.7	965.0	1,511.6	90.5	75.0

^{1/} PROJECTS FINANCED FROM PREWAR AND POSTWAR FEDERAL-AID FUNDS AND FROM EMERGENCY FUNDS.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSSTATE HIGHWAY MILEAGE - 1948
MILEAGE BUILT DURING YEAR ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS $\frac{1}{2}$
CLASSIFIED BY TYPE OF SURFACETABLE 948-4, 1948
ISSUED OCTOBER 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED OR DRAINED	MILEAGE SURFACED										MILEAGE BUILT					MILEAGE WIDENED					STATE				
			SUBTOTALS		TOTAL	TYPE OF SURFACE BUILT										TOTAL	TYPE OF WIDENING			TOTAL							
			SURFACING ON EARTH ROADS OR NEW LOCATION	RESUR- FACING		D	E	F	G	H	I	J	K	SOIL- SURFACED	BITU- MINOUS SURFACE- TREATED		MIXED BITU- MINOUS	BITU- MINOUS PEN- TRATION	BITU- MINOUS CONCRETE SHEET ASPHALT		PORTLAND CEMENT CONCRETE	BRICK		SOIL- SURFACED	BITU- MINOUS TYPES	F.G.H.I	J
ALABAMA	11	-	3	8	-	-	6	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ALABAMA		
ARIZONA	4	-	2	2	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ARIZONA		
ARKANSAS	12	-	-	12	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ARKANSAS		
CALIFORNIA	36	-	26	10	-	-	-	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CALIFORNIA		
COLORADO	9	-	2	7	-	-	1	7	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	COLORADO		
CONNECTICUT	7	-	-	7	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	CONNECTICUT		
DELAWARE	3	-	3	3	-	-	1	12	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	DELAWARE		
FLORIDA	77	-	9	68	-	5	1	28	-	6	35	1	-	-	-	-	-	-	-	-	-	-	-	-	FLORIDA		
GEORGIA	38	3	19	16	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	GEORGIA		
IDAHO	5	-	1	4	-	-	-	3	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	IDAHO		
ILLINOIS	46	1	3	42	-	-	-	-	-	-	35	-	-	-	-	-	-	-	-	-	-	-	-	-	ILLINOIS		
INDIANA	24	-	1	23	-	-	-	1	-	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	INDIANA		
IOWA	39	-	2	37	-	-	4	10	-	2	15	-	-	-	-	-	-	-	-	-	-	-	-	-	IOWA		
KANSAS	27	1	2	24	-	-	2	5	3	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-	KANSAS		
KENTUCKY	48	-	-	48	-	-	3	14	-	-	24	-	-	-	-	-	-	-	-	-	-	-	-	-	KENTUCKY		
LOUISIANA	17	-	-	17	-	-	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	LOUISIANA		
MAINE	14	-	1	13	-	-	-	1	-	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	MAINE		
MARYLAND	17	-	-	17	-	-	-	-	-	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	MARYLAND		
MASSACHUSETTS	17	-	-	17	-	-	-	-	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-	-	MASSACHUSETTS		
MICHIGAN	56	-	1	55	-	-	-	-	-	-	31	-	-	-	-	-	-	-	-	-	-	-	-	-	MICHIGAN		
MINNESOTA	90	1	5	84	-	-	7	3	60	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	MINNESOTA		
MISSISSIPPI	10	-	-	10	-	-	-	6	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MISSISSIPPI		
MISSOURI	41	-	8	33	-	-	7	22	2	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	MISSOURI		
MONTANA	9	-	2	7	-	-	-	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MONTANA		
NEBRASKA	10	-	-	10	-	-	3	-	5	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	NEBRASKA		
NEVADA	3	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEVADA		
NEW HAMPSHIRE	6	-	1	5	-	-	-	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW HAMPSHIRE		
NEW JERSEY	11	-	1	10	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW JERSEY		
NEW MEXICO	13	-	5	7	-	-	-	2	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW MEXICO		
NEW YORK	2	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW YORK		
NORTH CAROLINA	174	17	35	122	-	5	8	61	-	-	62	-	-	-	-	-	-	-	-	-	-	-	-	-	NORTH CAROLINA		
NORTH DAKOTA	21	-	3	18	-	-	7	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NORTH DAKOTA		
OHIO	174	-	2	172	-	-	-	4	58	1	100	-	-	-	-	-	-	-	-	-	-	-	-	-	OHIO		
OKLAHOMA	22	1	4	17	-	-	10	1	-	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-	OKLAHOMA		
OREGON	8	-	2	6	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	OREGON		
PENNSYLVANIA	103	-	8	95	-	-	2	6	-	10	65	-	-	-	-	-	-	-	-	-	-	-	-	-	PENNSYLVANIA		
RHODE ISLAND	10	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	RHODE ISLAND		
SOUTH CAROLINA	44	-	32	12	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	SOUTH CAROLINA		
SOUTH DAKOTA	9	-	-	9	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SOUTH DAKOTA		
TENNESSEE	34	-	34	34	-	-	-	-	-	-	33	-	-	-	-	-	-	-	-	-	-	-	-	-	TENNESSEE		
TEXAS	143	3	48	92	-	1	-	65	3	9	55	-	-	-	-	-	-	-	-	-	-	-	-	-	TEXAS		
UTAH	30	-	4	26	-	-	-	1	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	UTAH		
VERMONT	8	-	-	8	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	VERMONT		
VIRGINIA 3/4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	VIRGINIA 3/4		
WASHINGTON	10	-	1	9	-	-	1	3	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	WASHINGTON		
WEST VIRGINIA	38	-	1	37	-	-	-	2	-	-	34	-	-	-	-	-	-	-	-	-	-	-	-	-	WEST VIRGINIA		
WISCONSIN	103	-	9	94	-	-	3	1	55	-	18	-	-	-	-	-	-	-	-	-	-	-	-	-	WISCONSIN		
WYOMING	4	-	2	2	-	-	-	-	3	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	WYOMING		
DISTRICT OF COLUMBIA 1/2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	DISTRICT OF COLUMBIA 1/2		
TOTAL	1,638	28	246	5/ 1,364	11	69	287	351	49	657	180	6	68	35	32	TOTAL									TOTAL		

1/ INCLUDES 39 MILES BUILT ON CONNECTING STREETS NOT UNDER STATE CONTROL.

2/ LESS THAN ONE MILE WIDENED.

3/ CONSTRUCTION DATA ARE NOT AVAILABLE.

4/ NO CONSTRUCTION WAS REPORTED.

5/ SEE TABLE SH-101 FOR SEGREGATION BETWEEN RESURFACING TO A DIFFERENT TYPE AND RESURFACING TO THE SAME TYPE.

 $\frac{1}{2}$ INCLUDES 39 MILES BUILT ON CONNECTING STREETS NOT UNDER STATE CONTROL. $\frac{2}{4}$ LESS THAN ONE MILE WIDENED. $\frac{3}{4}$ CONSTRUCTION DATA ARE NOT AVAILABLE. $\frac{1}{2}$ NO CONSTRUCTION WAS REPORTED. $\frac{2}{4}$ SEE TABLE 948-101 FOR SEGREGATION BETWEEN RESURFACING TO A DIFFERENT TYPE AND RESURFACING

TO THE SAME TYPE.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSMILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON COUNTY OR LOCAL ROADS
AND OTHER SPECIAL CONSTRUCTION - 1948
CLASSIFIED BY TYPE OF SURFACETABLE 948-5, 1948
ISSUED OCTOBER 1949

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL SPECIAL CONSTRUCTION 1/	MILEAGE BUILT ON COUNTY OR OTHER LOCAL RURAL ROADS NOT UNDER STATE CONTROL 2/										OTHER SPECIAL CONSTRUCTION 3/										STATE
		TOTAL	MILEAGE GRADED AND DRAINED	MILEAGE SURFACE								TOTAL	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED					TOTAL	STATE		
				0	E	F	G	H	I	J	E			F	G	I	J					
ALABAMA	707	693	196	497	25	20	452	-	-	-	-	-	3	11	-	-	-	-	-	ALABAMA		
ARIZONA	52	52	-	52	-	6	9	37	-	-	-	-	-	-	-	-	-	-	-	ARIZONA		
ARKANSAS	47	47	-	47	-	32	6	-	5	-	-	-	-	-	-	-	-	-	-	ARKANSAS		
CALIFORNIA	209	206	9	197	8	-	43	136	6	-	-	-	-	3	-	-	-	2	1	CALIFORNIA		
COLORADO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	COLORADO		
CONNECTICUT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CONNECTICUT		
DELAWARE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	DELAWARE		
FLORIDA	18	14	-	14	-	-	-	14	-	-	-	-	-	4	-	-	-	2	-	FLORIDA		
GEORGIA	110	101	3	98	-	3	78	6	-	11	-	-	-	9	-	2	-	1	-	GEORGIA		
IDAHO	65	65	-	65	-	51	-	14	-	-	-	-	-	-	-	-	-	-	-	IDAHO		
ILLINOIS	466	466	9	457	-	156	-	288	13	-	-	-	2	-	-	-	-	-	-	ILLINOIS		
INDIANA	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	INDIANA		
IOWA	140	140	-	140	-	140	-	-	-	-	-	-	-	-	-	-	-	-	-	IOWA		
KANSAS	1,374	1,374	30	1,344	-	1,312	-	-	-	-	-	-	-	-	-	-	-	-	-	KANSAS		
KENTUCKY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	KENTUCKY		
LOUISIANA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	LOUISIANA		
MAINE	36	36	-	36	2	-	4	8	-	12	-	-	-	-	-	-	-	-	-	MAINE		
MARYLAND	155	155	-	155	-	14	28	33	59	21	-	-	-	-	-	-	-	-	-	MARYLAND		
MASSACHUSETTS	234	232	12	220	-	103	87	-	5	-	-	-	2	2	1	-	1	-	-	MASSACHUSETTS		
MICHIGAN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MICHIGAN		
MINNESOTA	596	559	195	364	-	302	-	62	-	-	-	10	17	9	-	4	-	-	-	MINNESOTA		
MISSISSIPPI	166	166	-	166	-	25	-	-	-	-	-	27	-	-	-	-	-	-	-	MISSISSIPPI		
MISSOURI	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MISSOURI		
MONTANA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MONTANA		
NEBRASKA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEBRASKA		
NEVADA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEVADA		
NEW HAMPSHIRE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW HAMPSHIRE		
NEW JERSEY	23	15	-	15	-	-	-	-	3	-	-	-	8	-	-	-	-	5	3	NEW JERSEY		
NEW MEXICO	-	-	-	-	-	-	-	-	-	6	-	-	10	-	-	-	-	-	-	NEW MEXICO		
NEW YORK	48	35	-	35	-	-	6	3	19	-	-	13	3	-	-	-	1	2	-	NEW YORK		
NORTH CAROLINA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NORTH CAROLINA		
NORTH DAKOTA	282	282	29	253	-	253	-	-	-	-	-	-	-	-	-	-	-	-	-	NORTH DAKOTA		
OHIO	83	83	-	83	-	8	2	50	19	2	-	8	-	-	-	-	-	-	-	OHIO		
OKLAHOMA	867	799	66	733	10	644	48	-	5	-	-	-	-	-	-	-	-	-	-	OKLAHOMA		
OREGON	38	38	-	38	-	-	29	-	-	-	-	-	-	-	-	-	-	-	-	OREGON		
PENNSYLVANIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PENNSYLVANIA		
RHODE ISLAND	14	-	-	-	-	-	-	-	-	-	-	14	-	-	-	-	-	-	-	RHODE ISLAND		
SOUTH CAROLINA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SOUTH CAROLINA		
SOUTH DAKOTA	303	303	26	277	-	240	33	4	-	-	-	1	-	-	-	-	-	-	-	SOUTH DAKOTA		
TENNESSEE	326	325	11	314	-	92	106	110	-	-	-	-	-	-	-	-	-	-	-	TENNESSEE		
TEXAS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TEXAS		
UTAH	8	8	-	8	-	1	-	7	-	-	-	-	-	-	-	-	-	-	-	UTAH		
VERMONT	18	18	-	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	VERMONT		
VIRGINIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	VIRGINIA		
WASHINGTON	126	126	-	126	-	74	-	-	10	-	-	-	-	-	-	-	-	-	-	WASHINGTON		
WEST VIRGINIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	WEST VIRGINIA		
WISCONSIN	273	238	4	234	-	86	-	138	-	-	-	35	-	2	9	-	-	-	-	WISCONSIN		
WYOMING	167	164	1	163	-	151	1	11	-	-	-	3	-	-	-	-	-	-	-	WYOMING		
TOTAL	6,883	6,740	591	6,149	45	3,723	1,064	1,074	59	162	22	143	23	120	29	37	29	6	6	TOTAL		
1/ STATES FOR WHICH NO AMOUNTS ARE GIVEN, REPORTED NO SPECIAL CONSTRUCTION. 2/ INCLUDES MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON FEDERAL-AID SECONDARY ROADS LOCATED OFF THE STATE HIGHWAY SYSTEMS. 3/ MILEAGE BUILT ON ROADS IN PARKS, FORESTS, INSTITUTIONAL GROUNDS, ETC., AND ON LOCAL CITY STREETS NOT CONNECTING STATE HIGHWAY SYSTEMS.																						

1/ STATES FOR WHICH NO AMOUNTS ARE GIVEN, REPORTED NO SPECIAL CONSTRUCTION.

2/ INCLUDES MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON FEDERAL-AID SECONDARY ROADS LOCATED OFF THE STATE HIGHWAY SYSTEMS.

3/ MILEAGE BUILT ON ROADS IN PARKS, FORESTS, INSTITUTIONAL GROUNDS, ETC., AND ON LOCAL CITY STREETS NOT CONNECTING STATE HIGHWAY SYSTEMS.

TABLE 94-1, 1948
ISSUED OCTOBER 1949STATE HIGHWAY MILEAGE - 1948
EXISTING MILEAGE OF ROADS AND STREETS UNDER STATE CONTROL-SUMMARY

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL MILEAGE										SURFACE MILEAGE										STATE
	UNDER STATE CONTROL					TOTAL EXISTING MILEAGE	UNDER STATE CONTROL					SURFACE MILEAGE									
	RURAL ROADS			URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS	CONNECTING STREETS NOT UNDER STATE CONTROL		RURAL ROADS			URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS	TOTAL SURFACED MILEAGE										
	SECONDARY ROADS		TOTAL				SECONDARY ROADS		TOTAL												
	STATE PRIMARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL					STATE SECONDARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL													
ALABAMA	6,835	-	6,835	667	-	7,502	6,751	-	6,751	666	-	7,417	-	-	7,417	ALABAMA					
ARIZONA	3,070	-	3,070	78	-	3,148	3,343	-	3,343	77	-	3,420	-	-	3,420	ARIZONA					
ARKANSAS	9,259	-	9,259	483	-	9,742	8,829	-	8,829	483	-	9,312	-	-	9,312	ARKANSAS					
CALIFORNIA	2/ 12,643	(2/)	12,643	1,140	-	13,783	2/ 12,317	(2/)	12,317	1,140	-	13,457	-	-	13,457	CALIFORNIA					
COLORADO	3,742	8,049	11,791	409	-	12,200	3,739	6,247	9,986	400	-	10,386	-	-	10,386	COLORADO					
CONNECTICUT	2,533	-	2,533	397	220	3,150	2,533	-	2,533	397	217	2,930	-	-	3,147	CONNECTICUT					
DELAWARE	1,011	-	3,758	3/ 148	-	3,906	1,011	-	1,944	3/ 144	-	3,099	-	-	3,099	DELAWARE					
FLORIDA	7,945	-	7,945	1,005	-	8,950	7,959	-	7,959	1,003	-	8,962	-	-	8,962	FLORIDA					
GEORGIA	13,282	-	13,282	1,430	-	14,712	10,294	-	10,294	1,308	-	11,602	-	-	11,602	GEORGIA					
IDAH0	4,834	-	4,834	205	-	5,039	4,113	-	4,113	204	-	4,317	-	-	4,317	IDAH0					
ILLINOIS	10,368	-	10,368	1,728	-	12,096	10,351	-	10,351	1,727	-	12,078	-	-	12,078	ILLINOIS					
INDIANA	9,588	-	9,588	877	-	10,465	9,586	-	9,586	877	-	10,463	-	-	10,463	INDIANA					
IOWA	8,692	-	8,692	1,053	-	9,745	8,649	-	8,649	1,052	-	9,701	-	-	9,701	IOWA					
KANSAS	9,415	-	9,415	504	-	9,919	9,109	-	9,109	501	-	9,610	-	-	9,610	KANSAS					
KENTUCKY	10,348	-	10,348	478	59	10,935	10,333	-	10,333	478	-	10,811	-	57	10,868	KENTUCKY					
LOUISIANA	3,280	4/ 10,091	13,311	760	-	14,671	13,159	4/ 10,086	13,885	760	-	14,645	-	-	14,645	LOUISIANA					
MAINE	2,805	5/ 7,365	10,170	401	-	10,571	2,790	5/ 7,190	9,980	401	-	10,381	-	-	10,381	MAINE					
MARYLAND	4,331	-	4,331	227	-	4,558	4,331	-	4,331	227	-	4,558	-	100	4,658	MARYLAND					
MASSACHUSETTS	1,829	-	1,829	123	-	1,952	1,827	-	1,827	123	-	1,950	-	-	1,950	MASSACHUSETTS					
MICHIGAN	8,498	-	8,498	1,034	-	9,532	8,294	-	8,294	1,020	-	9,314	-	-	9,314	MICHIGAN					
MINNESOTA	9,913	-	9,913	1,286	-	11,199	9,903	-	9,903	1,285	-	11,188	-	-	11,188	MINNESOTA					
MISSISSIPPI	3,575	2,687	6,262	359	129	6,750	3,575	2,677	6,252	359	129	6,611	-	-	6,740	MISSISSIPPI					
MISSOURI	7,680	8,627	16,307	740	170	17,247	7,680	8,618	16,498	740	170	17,238	-	-	17,408	MISSOURI					
MONTANA	5,613	6/ 3,024	8,637	201	-	8,838	5,179	6/ 2,411	7,590	196	-	7,786	-	-	7,786	MONTANA					
NEBRASKA	8,265	-	8,265	405	-	8,670	8,755	-	8,755	405	-	9,160	-	-	9,160	NEBRASKA					
NEVADA	2,154	-	5,674	66	-	5,740	2,154	-	3,591	66	-	3,657	-	-	3,657	NEVADA					
NEW HAMPSHIRE	1,352	2,115	3,027	385	-	3,704	1,512	2,111	3,623	385	-	3,700	-	141	3,841	NEW HAMPSHIRE					
NEW JERSEY	1,352	-	1,710	1,710	-	1,710	1,324	-	1,324	1,709	-	1,709	-	-	1,709	NEW JERSEY					
NEW MEXICO	9,962	-	9,962	255	-	10,217	7,164	-	7,164	248	-	7,412	-	-	7,412	NEW MEXICO					
NEW YORK	14,260	-	14,260	1,229	876	15,136	12,816	-	12,816	248	-	12,816	-	-	13,690	NEW YORK					
NORTH CAROLINA	10,351	51,032	61,383	3/ 2,220	-	63,603	10,204	-	36,380	3/ 2,028	874	36,380	-	-	38,408	NORTH CAROLINA					
NORTH DAKOTA	6,692	-	6,692	199	-	6,891	6,352	-	6,352	539	-	6,538	-	-	6,538	NORTH DAKOTA					
OHIO	16,065	-	16,065	2,328	-	18,393	16,061	-	16,061	2,326	-	18,387	-	-	18,387	OHIO					
OKLAHOMA	9,639	-	9,639	504	-	10,143	9,111	-	9,111	500	-	9,611	-	-	9,611	OKLAHOMA					
OREGON	4,406	2,330	6,736	356	6	7,188	4,426	2,208	6,634	356	6	6,990	-	-	6,990	OREGON					
PENNSYLVANIA	12,598	25,166	37,764	2,874	-	40,638	12,702	21,501	34,203	2,816	-	37,019	-	-	37,019	PENNSYLVANIA					
RHODE ISLAND	734	-	734	101	-	835	734	-	734	101	-	835	-	-	835	RHODE ISLAND					
SOUTH CAROLINA	7,761	-	7,761	1,229	-	8,990	7,386	-	7,386	922	-	8,308	-	-	8,308	SOUTH CAROLINA					
SOUTH DAKOTA	5,820	-	5,820	166	-	5,986	5,519	-	5,519	164	-	5,683	-	-	5,683	SOUTH DAKOTA					
TENNESSEE	7,131	-	7,131	515	-	7,646	7,118	-	7,118	515	-	7,633	-	-	7,633	TENNESSEE					
TEXAS	29,364	-	29,364	1,713	194	31,077	28,890	-	28,890	1,705	193	30,595	-	-	30,788	TEXAS					
UTAH	4,792	-	4,792	566	-	5,358	3,828	-	3,828	555	-	4,383	-	-	4,383	UTAH					
VERMONT	1,750	-	1,750	55	-	1,805	1,750	-	1,750	55	-	1,805	-	-	1,805	VERMONT					
VIRGINIA	8,091	-	47,581	3/ 316	-	47,897	8,810	-	31,298	3/ 316	-	40,424	-	-	40,424	VIRGINIA					
WASHINGTON	3,823	2,058	5,881	8/ 441	(8/)	6,322	3,735	1,987	5,722	8/ 441	(8/)	6,163	-	-	6,163	WASHINGTON					
WEST VIRGINIA	4,506	-	32,841	3/ 488	-	33,329	4,436	-	11,347	3/ 488	-	16,264	-	-	16,264	WEST VIRGINIA					
WISCONSIN	9,936	-	9,936	813	-	10,749	9,936	-	9,936	813	-	10,749	-	-	10,749	WISCONSIN					
WYOMING	4,442	-	4,442	58	-	4,500	4,352	-	4,352	58	-	4,410	-	-	4,410	WYOMING					
DISTRICT OF COLUMBIA	-	-	-	-	9/ 132	132	-	-	-	-	9/ 132	127	-	-	127	DISTRICT OF COLUMBIA					
TOTAL	349,929	84,938	555,782	31,863	2,648	590,293	335,470	69,132	475,478	31,087	2,634	506,565	-	-	509,199	TOTAL					

1/ INCLUDES CONNECTING STREETS NOT UNDER STATE CONTROL.
 2/ MILEAGE FORMERLY DESIGNATED AS THE STATE SECONDARY SYSTEM IS NOW CONSOLIDATED WITH THE STATE PRIMARY SYSTEM.
 3/ INCLUDES URBAN EXTENSIONS OF COUNTY ROADS UNDER STATE CONTROL AS FOLLOWS: DELAWARE 46 MILES, OF WHICH 42 MILES ARE SURFACED; NORTH CAROLINA 1,164 MILES, OF WHICH 979 MILES ARE SURFACED; VIRGINIA (INCLUDED WITH COUNTY RURAL ROADS UNDER STATE CONTROL, MILEAGE NOT SEPARATED); WEST VIRGINIA 77 MILES, OF WHICH 71 MILES ARE SURFACED.
 4/ INCLUDES 6,245 MILES DESIGNATED AS FARM-TO-MARKET SYSTEM, ALL OF WHICH ARE SURFACED.
 5/ STATE-AID SYSTEM.
 6/ INCLUDES 33 MILES DESIGNATED AS STATE-AID SYSTEM, ALL OF WHICH ARE SURFACED.
 7/ MILEAGE MAINTAINED BY THE STATE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.
 8/ MILEAGE OF THE STATE SECONDARY SYSTEM IN URBAN AREAS, FORMERLY SHOWN AS "CONNECTING STREETS NOT UNDER STATE CONTROL", IS NOW INCLUDED WITH "URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS".
 9/ MILEAGE OF THE FEDERAL-AID HIGHWAY SYSTEM.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSSTATE HIGHWAY MILEAGE - 1948
EXISTING MILEAGE ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS
CLASSIFIED BY TYPE OF SURFACETABLE SH-2, 1948
ISSUED OCTOBER, 1949

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL	NONSURFACED MILEAGE					SURFACED MILEAGE 2/										STATE
		TOTAL	A	B	C	TOTAL	D	E	F	G	H	I	J	K	L		
ALABAMA	6,835	84	45	9	30	6,751	105	460	2,883	2,198	293	285	527	-	-	ALABAMA	
ARIZONA	3,870	527	-	118	409	3,343	-	209	567	2,420	10	28	109	-	-	ARIZONA	
ARKANSAS	9,259	430	38	17	375	8,829	-	4,984	65	2,156	73	428	1,123	-	-	ARKANSAS	
CALIFORNIA 3/	12,643	326	-	-	326	12,317	2,312	10	1,462	5,208	612	920	1,793	-	-	CALIFORNIA 3/	
COLORADO	3,742	3	2	-	1	3,739	-	235	1,752	1,309	-	8	435	-	-	COLORADO	
CONNECTICUT	2,533	-	-	-	-	2,533	-	-	378	18	1,379	90	688	-	-	CONNECTICUT	
DELAWARE	1,011	-	-	-	-	1,011	-	6	74	47	59	184	588	5	-	DELAWARE	
FLORIDA	7,945	86	-	-	86	7,859	16	56	4,396	2,224	59	517	526	54	11	FLORIDA	
GEORGIA	13,282	2,988	-	42	2,946	10,294	1,677	568	3,186	136	1,372	1,589	1,752	14	-	GEORGIA	
IDAHO	4,834	721	-	264	457	4,113	7	16	851	2,821	6	60	43	-	-	IDAHO	
ILLINOIS	10,368	17	-	-	17	10,351	-	-	(4/)	335	(4/)	922	8,943	134	1	ILLINOIS	
INDIANA	9,588	2	-	-	2	9,586	-	291	538	3,286	-	2,125	3,342	-	-	INDIANA	
IOWA	8,692	43	-	-	43	8,649	-	2,131	473	220	152	16	5,629	28	-	IOWA	
KANSAS	9,415	306	-	122	184	9,109	-	1,813	3,526	2,189	89	202	1,247	43	-	KANSAS	
KENTUCKY	10,398	65	-	-	65	10,333	-	2,493	1,232	4,017	10	1,412	1,169	-	-	KENTUCKY	
LOUISIANA	3,820	21	-	-	21	3,799	-	587	-	11	995	27	2,179	-	-	LOUISIANA	
MAINE	2,805	15	-	-	15	2,790	2	196	1,834	104	395	96	163	-	-	MAINE	
MARYLAND	4,331	-	-	-	-	4,331	9	10	669	178	1,336	554	1,575	-	-	MARYLAND	
MASSACHUSETTS	1,829	2	-	-	2	1,827	2	-	104	23	1,039	338	321	-	-	MASSACHUSETTS	
MICHIGAN	8,498	204	-	125	79	8,294	21	1,547	1,067	1,121	41	958	3,559	-	-	MICHIGAN	
MINNESOTA	9,913	10	-	-	10	9,903	11	2,336	500	5/ 4,503	-	6/ 51	2,502	-	-	MINNESOTA	
MISSISSIPPI	3,575	-	-	-	-	3,575	-	323	661	242	1	591	1,757	2	-	MISSISSIPPI	
MISSOURI	7,880	-	-	-	-	7,880	13	396	1,807	1,605	17	365	3,675	-	-	MISSOURI	
MONTANA	5,613	434	145	42	247	5,179	-	485	1,517	3,150	-	3	24	-	-	MONTANA	
NEBRASKA	8,926	171	-	-	171	8,755	-	4,866	779	1,904	-	27	1,155	24	-	NEBRASKA	
NEVADA	2,154	-	-	-	-	2,154	-	22	-	2,097	18	16	1	-	-	NEVADA	
NEW HAMPSHIRE	1,512	-	-	-	-	1,512	-	11	1,007	77	133	39	245	-	-	NEW HAMPSHIRE	
NEW JERSEY	1,325	1	-	-	-	1,324	-	17	27	3	18	203	1,093	3	-	NEW JERSEY	
NEW MEXICO	9,962	2,798	155	718	1,925	7,164	-	2,349	432	3,684	546	108	45	-	-	NEW MEXICO	
NEW YORK	14,260	1,444	-	-	-	12,816	-	39	573	1,456	1,701	2,805	6,164	-	-	NEW YORK	
NORTH CAROLINA	10,351	147	1	2	144	10,204	302	376	4,265	892	37	1,918	2,414	74	-	NORTH CAROLINA	
NORTH DAKOTA	6,692	340	25	105	210	6,352	-	4,416	586	1,271	-	11	68	-	-	NORTH DAKOTA	
OHIO	16,065	4	-	4	-	16,061	-	1,588	1,000	7,702	402	3,470	1,496	403	-	OHIO	
OKLAHOMA	9,639	528	-	13	515	9,111	-	2,944	1,621	1,821	40	1,368	2,254	16	-	OKLAHOMA	
OREGON	4,496	70	-	-	70	4,426	-	203	1,604	105	-	447	254	-	-	OREGON	
PENNSYLVANIA	12,898	196	5	6	185	12,702	2	54	3,447	-	2,300	1,883	4,993	21	-	PENNSYLVANIA	
RHODE ISLAND	734	-	-	-	-	734	-	-	220	8	279	65	162	-	-	RHODE ISLAND	
SOUTH CAROLINA	7,781	395	-	196	199	7,386	141	-	4,968	-	-	503	1,774	-	-	SOUTH CAROLINA	
SOUTH DAKOTA	5,820	301	-	-	301	5,519	-	2,587	1,805	1,805	10	10	346	-	-	SOUTH DAKOTA	
TENNESSEE	7,131	13	-	1	12	7,118	-	960	785	2,511	-	1,235	1,651	5	-	TENNESSEE	
TEXAS	29,364	474	-	191	283	28,890	103	379	15,901	561	3,622	3,280	5,002	42	-	TEXAS	
UTAH	4,792	964	21	166	777	3,888	-	1,232	73	2,221	4	141	157	-	-	UTAH	
VERMONT	1,750	-	-	-	-	1,750	-	366	391	616	80	39	258	-	-	VERMONT	
VIRGINIA	8,591	81	-	67	14	8,510	135	-	3,589	-	2,303	2,352	431	-	-	VIRGINIA	
WASHINGTON	3,823	88	-	-	88	3,735	-	146	677	539	1,335	123	915	-	-	WASHINGTON	
WEST VIRGINIA	4,506	70	-	52	18	4,436	10	211	1,095	924	567	825	781	23	-	WEST VIRGINIA	
WISCONSIN	9,936	-	-	-	-	9,936	16	257	308	5,130	37	8/ 301	3,887	-	-	WISCONSIN	
WYOMING	4,442	90	-	24	66	4,352	-	253	550	3,482	-	66	1	-	-	WYOMING	
TOTAL	349,929	14,459	570	3,729	10,160	335,470	4,976	43,239	72,688	78,410	23,103	32,984	79,156	892	22	TOTAL	

1/ A PRIMITIVE ROAD IS DEFINED AS AN UNIMPROVED ROUTE ON WHICH THERE IS NO PUBLIC MAINTENANCE, BUT WHICH IS USABLE BY 4-WHEEL VEHICLES AND PUBLICLY TRAVELED BY SMALL NUMBERS OF VEHICLES.

2/ DUAL-TYPE SURFACED MILEAGE, FORMERLY SHOWN AS A SEPARATE CLASSIFICATION, IS NOW INCLUDED WITH THE PREDOMINANT TYPE OF THE TWO OR MORE SURFACES INVOLVED.

3/ MILEAGE FORMERLY DESIGNATED AS THE STATE SECONDARY SYSTEM IS NOW CONSOLIDATED WITH THE STATE PRIMARY SYSTEM.

1/ SURFACE TYPE CLASSIFICATIONS G AND I INCLUDE SOME MILEAGE OF TYPES F AND H RESPECTIVELY. SEPARATION IS NOT AVAILABLE.

2/ INCLUDES 75 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE, BRICK OR BLOCK PAVEMENT. INCLUDES 31 MILES OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE, BRICK OR BLOCK PAVEMENT.

3/ INCLUDES 111 MILES OF MIXED BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE PAVEMENT. INCLUDES 111 MILES OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE PAVEMENT.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSSTATE HIGHWAY MILEAGE - 1948
EXISTING MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL
CLASSIFIED BY TYPE OF SURFACETABLE SM-3, 1948
ISSUED OCTOBER 1949

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL	NONSURFACED MILEAGE				SURFACED MILEAGE 2/										STATE
		A	B	C	TOTAL	D	E	F	G	H	I	J	K	L		
		PRIMI- TIVE 1/	UNIM- PROVED	GRADED AND DRAINED	TOTAL	SOIL- SURFACED	GRAVEL OR STONE	BITU- MINOUS SURFACE- TREATED	MIXED BITU- MINOUS	BITU- MINOUS PENETRATION	BITU- MINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE	BRICK	BLOCK		
SECONDARY STATE HIGHWAYS																
CALIFORNIA 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CALIFORNIA 3/	
COLORADO	8,049	1,802	46	820	936	6,247	5,110	783	334	-	-	20	-	-	COLORADO	
LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL	3,846 6,245 10,091	5 - 5	- - -	5 - 5	3,841 6,245 10,086	- - -	3,068 5,946 9,014	- - -	- - -	595 247 842	- 8 8	178 43 221	- 1 1	-	LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL	
MAINE 4/	7,365	175	3	19	153	7,190	2,638	4,477	7	46	2	6	-	-	MAINE 4/	
MISSISSIPPI	2,687	10	-	-	10	2,677	1,937	446	75	-	157	89	-	-	MISSISSIPPI	
MISSOURI	8,627	9	-	-	9	8,618	6,829	1,175	212	29	8	197	-	-	MISSOURI	
MONTANA: SECONDARY STATE-AID TOTAL	2,991 33 3,024	613 - 613	12 - 12	204 - 204	397 - 397	2,378 33 2,411	2,010 14 2,024	103 - 103	263 19 282	- - -	- - -	2 - 2	-	-	MONTANA: SECONDARY STATE-AID TOTAL	
NEVADA	3,409	2,083	355	1,472	256	1,326	414	30	881	-	1	-	-	-	NEVADA	
NEW HAMPSHIRE	2,115	4	1	-	3	2,111	111	1,950	26	13	6	5	-	-	NEW HAMPSHIRE	
OREGON	2,330	122	-	13	109	2,208	626	1,020	32	289	138	42	-	-	OREGON	
PENNSYLVANIA	25,166	3,665	5	269	3,391	21,501	2,689	11,218	-	6,354	481	580	62	1	PENNSYLVANIA	
SOUTH CAROLINA	10,017	7,247	40	6,206	1,001	2,770	2	1,650	-	-	40	39	1	-	SOUTH CAROLINA	
WASHINGTON	2,098	71	-	-	71	1,987	243	899	362	104	81	294	1	3	WASHINGTON	
TOTAL	84,938	15,806	462	9,003	6,341	69,132	31,637	23,721	2,211	7,677	922	1,495	65	4	TOTAL	
COUNTY ROADS UNDER STATE CONTROL 5/																
DELAWARE	2,747	803	22	50	731	1,944	182	519	45	167	37	29	-	-	DELAWARE	
NEVADA	111	-	-	-	-	111	38	1	72	-	-	-	-	-	NEVADA	
NORTH CAROLINA	51,032	24,856	604	4,177	20,075	26,176	8,400	3,761	230	14	878	194	33	-	NORTH CAROLINA	
VIRGINIA	38,690	7,392	-	5,280	2,112	31,298	16,782	10,093	-	333	46	44	-	-	VIRGINIA	
WEST VIRGINIA	28,335	16,988	380	15,203	1,405	11,347	5,329	3,222	561	300	135	252	44	-	WEST VIRGINIA	
TOTAL	120,915	50,039	1,006	24,710	24,323	70,876	13,949	17,596	908	844	1,096	519	77	-	TOTAL	
ALL SECONDARY ROADS UNDER STATE CONTROL																
GRAND TOTAL	205,853	65,845	1,468	33,713	30,664	140,008	45,586	41,317	3,119	8,491	2,018	2,014	142	4	GRAND TOTAL	

1/ A PRIMITIVE ROAD IS DEFINED AS AN UNIMPROVED ROUTE ON WHICH THERE IS NO PUBLIC MAINTENANCE, BUT WHICH IS USABLE BY JARREL VEHICLES AND PUBLICLY TRAVELED BY SMALL NUMBERS OF VEHICLES.

2/ DUAL-TYPE SURFACED MILEAGE, FORMERLY SHOWN AS A SEPARATE CLASSIFICATION, IS NOW INCLUDED WITH THE RECOMMENDANT TYPE OF THE TWO OR MORE SURFACES INVOLVED.

3/ MILEAGE FORMERLY DESIGNATED AS THE STATE SECONDARY SYSTEM IS NOW CONSOLIDATED WITH THE STATE PRIMARY SYSTEM.

4/ STATE-AID SYSTEM.

5/ IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA, COUNTY ROADS ARE UNDER STATE CONTROL. IN NEVADA, A SMALL MILEAGE HAS BEEN CONSTRUCTED AND TAKEN OVER FOR STATE MAINTENANCE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.

6/ SOIL-SURFACED CLASSIFICATION INCLUDES GRAVEL OR STONE. SEGREGATION OF MILEAGE IS NOT AVAILABLE.

^{1/} A PRIMITIVE ROAD IS DEFINED AS AN UNIMPROVED ROUTE ON WHICH THERE IS NO PUBLIC MAINTENANCE, BUT WHICH IS USABLE BY 4-WHEEL VEHICLES AND PUBLICLY TRAVELED BY SMALL NUMBERS OF VEHICLES.^{2/} DUAL-TYPE SURFACE MILEAGE, FORMERLY SHOWN AS A SEPARATE CLASSIFICATION, IS NOW INCLUDED WITH THE PREDOMINANT TYPE OF THE TWO OR MORE SURFACES INVOLVED.^{3/} MILEAGE FORMERLY DESIGNATED AS THE STATE SECONDARY SYSTEM IS NOW CONSOLIDATED WITH THE STATE PRIMARY SYSTEM.^{4/} STATE-AID SYSTEM.^{5/} IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA, COUNTY ROADS ARE UNDER STATE CONTROL. IN NEVADA, A SMALL MILEAGE HAS BEEN CONSTRUCTED AND TAKEN OVER FOR STATE MAINTENANCE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.^{6/} SOIL-SURFACED CLASSIFICATION INCLUDES GRAVEL OR STONE. SEGREGATION OF MILEAGE IS NOT AVAILABLE.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE HIGHWAY MILEAGE - 1948
EXISTING MILEAGE ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS^{1/}
CLASSIFIED BY TYPE OF SURFACE

TABLE SH-4, 1948
ISSUED OCTOBER 1949

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL	NONSURFACED MILEAGE					SURFACED MILEAGE ^{3/}										STATE
		TOTAL	A	B	C	TOTAL	D	E	F	G	H	I	J	K	L		
ALABAMA	667	1	-	-	1	666	3	12	200	184	38	94	131	4	-	ALABAMA	
ARIZONA	483	1	-	-	1	482	-	-	4	36	2	15	20	-	-	ARIZONA	
ARKANSAS	1,140	-	-	-	-	1,140	11	-	12	157	97	477	386	4	1	ARKANSAS	
CALIFORNIA	409	9	-	4	400	-	58	146	53	6	83	59	1	-	-	CALIFORNIA	
COLORADO	617	4	5	3	614	-	21	111	2	2	141	193	6	-	-	COLORADO	
CONNECTICUT	148	2	-	2	144	9	1	20	328	311	22	32	75	1	1	CONNECTICUT	
DELAWARE ^{4/}	1,005	-	-	-	1,003	-	-	4	3	150	124	53	11	-	-	DELAWARE ^{4/}	
FLORIDA	1,430	122	3	119	1,308	109	27	362	16	175	274	325	20	-	-	FLORIDA	
GEORGIA	205	1	-	1	204	-	8	5	138	15	38	15	-	4	-	GEORGIA	
IDAH0	1,728	1	-	1	1,727	-	2	(5/)	(5/)	(5/)	349	1,206	132	4	-	IDAH0	
ILLINOIS	877	-	-	-	877	-	-	18	96	96	424	321	17	-	-	ILLINOIS	
INDIANA	1,053	1	-	1	1,052	-	84	105	15	13	94	647	91	3	3	INDIANA	
IOWA	504	3	-	1	501	-	26	113	57	5	63	126	111	-	-	IOWA	
KANSAS	537	2	-	1	535	-	15	48	161	175	80	355	13	1	1	KANSAS	
KENTUCKY	760	-	-	-	760	-	136	3	3	-	-	-	10	-	-	KENTUCKY	
LOUISIANA	401	-	-	-	401	-	4	190	4	85	44	55	-	-	19	LOUISIANA	
MAINE	327	-	-	-	327	-	-	9	8	82	111	107	8	1	1	MAINE	
MARYLAND	123	-	-	-	123	-	-	4	-	48	36	32	1	-	-	MARYLAND	
MASSACHUSETTS	1,034	14	14	-	1,020	-	41	27	47	14	292	555	44	2	2	MASSACHUSETTS	
MICHIGAN	1,286	1	-	1	1,285	-	63	36	5/ 535	-	2/ 106	509	24	12	-	MICHIGAN	
MINNESOTA	488	-	-	-	488	-	52	80	62	2	69	207	16	-	-	MINNESOTA	
MISSISSIPPI	910	-	-	-	910	4	125	118	195	18	69	361	20	-	-	MISSISSIPPI	
MISSOURI	201	5	2	1	196	-	23	27	100	-	28	18	-	-	-	MISSOURI	
MONTANA	405	-	-	-	405	-	98	37	96	-	44	125	45	-	-	MONTANA	
NEBRASKA	66	-	-	-	66	-	1	-	44	-	10	7	-	-	-	NEBRASKA	
NEVADA	218	-	-	-	218	-	-	107	7	25	35	42	2	-	-	NEVADA	
NEW HAMPSHIRE	385	-	-	-	385	-	-	7	7	3	95	270	1	9	-	NEW HAMPSHIRE	
NEW JERSEY	255	-	-	6	248	-	21	9	143	24	18	33	-	-	-	NEW JERSEY	
NEW MEXICO	876	2	1	2	884	-	-	7	7	67	402	237	75	-	-	NEW MEXICO	
NORTH CAROLINA ^{4/}	2,220	192	36	154	2,068	251	128	550	74	13	616	393	3	-	-	NORTH CAROLINA ^{4/}	
NORTH DAKOTA	199	13	-	13	186	-	54	8	74	-	24	24	2	-	-	NORTH DAKOTA	
OHIO	2,328	2	1	1	2,326	-	13	66	421	10	1,072	337	406	1	1	OHIO	
OKLAHOMA	1,504	4	-	4	1,500	-	47	20	75	1	95	226	36	-	-	OKLAHOMA	
OREGON	262	-	-	-	262	-	17	69	-	33	150	93	-	-	-	OREGON	
PENNSYLVANIA	2,674	58	11	34	2,616	1	26	569	-	385	853	808	152	22	-	PENNSYLVANIA	
RHODE ISLAND	101	-	-	-	101	-	-	10	1	-	42	19	-	-	-	RHODE ISLAND	
SOUTH CAROLINA	1,229	307	279	26	922	33	-	459	-	-	219	204	5	2	-	SOUTH CAROLINA	
SOUTH DAKOTA	208	2	-	-	206	-	32	9	87	-	4	73	1	-	-	SOUTH DAKOTA	
TENNESSEE	515	-	-	-	515	-	3	25	114	2	188	175	7	1	-	TENNESSEE	
TEXAS	1,907	9	3	6	1,898	2	14	612	8/ 137	110	381	539	103	-	-	TEXAS	
UTAH	566	11	1	10	555	-	81	23	287	2	83	79	-	-	-	UTAH	
VERMONT	160	-	-	-	160	-	-	22	47	86	14	67	-	1	1	VERMONT	
VIRGINIA ^{4/}	316	-	-	-	316	-	-	24	-	-	113	81	8	-	-	VIRGINIA ^{4/}	
WASHINGTON	441	-	-	-	441	-	4	30	38	50	99	206	13	1	1	WASHINGTON	
WEST VIRGINIA ^{4/}	488	7	3	4	481	1	8	51	32	38	177	108	26	-	-	WEST VIRGINIA ^{4/}	
WISCONSIN	1,225	-	-	-	1,225	-	12	17	338	13	10/ 128	609	26	2	-	WISCONSIN	
WYOMING	120	1	-	1	119	-	2	2	7	-	22	10	-	-	-	WYOMING	
DISTRICT OF COLUMBIA ^{11/}	132	5	5	-	127	-	3	-	-	-	83	39	-	2	-	DISTRICT OF COLUMBIA ^{11/}	
TOTAL	34,311	790	369	404	33,721	424	1,315	4,716	4,397	1,825	8,282	11,095	1,487	180	-	TOTAL	

^{1/} INCLUDES 2,648 MILES OF CONNECTING STREETS NOT UNDER STATE CONTROL.^{2/} A PRIMITIVE ROAD IS DEFINED AS AN UNIMPROVED ROUTE ON WHICH THERE IS NO PUBLIC MAINTENANCE, BUT WHICH IS USABLE BY 4-WHEEL VEHICLES AND PUBLICLY TRAVELED BY SMALL NUMBERS OF VEHICLES.^{3/} DUAL-TYPE SURFACED MILEAGE, FORMERLY SHOWN AS A SEPARATE CLASSIFICATION, IS NOW INCLUDED WITH THE PREDOMINANT TYPE OF THE TWO OR MORE SURFACES INVOLVED.^{4/} INCLUDES URBAN EXTENSIONS OF COUNTY ROADS UNDER STATE CONTROL AS FOLLOWS: DELAWARE 46 MILES, OF WHICH 42 MILES ARE SURFACED; NORTH CAROLINA 1,164 MILES, OF WHICH 979 MILES ARE SURFACED; VIRGINIA (INCLUDED WITH COUNTY RURAL ROADS UNDER STATE CONTROL. MILEAGE NOT SEGREGATED); WEST VIRGINIA 77 MILES, OF WHICH 71 MILES ARE SURFACED.^{5/} SURFACE TYPE CLASSIFICATIONS O AND I INCLUDE SOME MILEAGE OF TYPES F AND H RESPECTIVELY. SEGREGATION IS NOT AVAILABLE.^{6/} INCLUDES 38 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE, BRICK, OR BLOCK PAVEMENT. INCLUDES 100 MILES OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE, BRICK, OR BLOCK PAVEMENT.^{7/} INCLUDES SOME MILEAGE OF BITUMINOUS SURFACE-TREATED, MIXED BITUMINOUS, BITUMINOUS PENETRATION, AND BITUMINOUS CONCRETE ROADS, AS COMPLETE SEGREGATION OF BITUMINOUS SURFACE TYPE INFORMATION WAS NOT AVAILABLE.^{8/} INCLUDES 22 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE PAVEMENT.^{9/} INCLUDES 23 MILES OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE PAVEMENT.^{10/} INCLUDES 23 MILES OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE PAVEMENT.^{11/} MILEAGE OF FEDERAL-AID HIGHWAY SYSTEM.

STATE HIGHWAY MILEAGE - 1948 EXISTING MILEAGE ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS CLASSIFIED BY WIDTH 1/

TABLE SH-5, 1948
ISSUED OCTOBER 1949

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL EXISTING MILEAGE	MILEAGE CLASSIFIED BY WIDTH IN FEET																	STATE
		UNDER 12	12 AND LESS THAN 16	16 AND LESS THAN 20	20 AND LESS THAN 22	22 AND LESS THAN 23	23 AND LESS THAN 27	27 AND LESS THAN 30	30 AND LESS THAN 33	33 AND LESS THAN 34	34 AND LESS THAN 36	36 AND LESS THAN 40	40 AND LESS THAN 44	44 AND LESS THAN 45	45 AND LESS THAN 50	50 AND LESS THAN 55	55 AND LESS THAN 60	60 AND OVER	
ALABAMA	6,835	69	139	197	4,713	716	198	68	41	-	-	1	18	18	-	-	-	2	ALABAMA
ARIZONA	3,870	16	140	104	1,190	680	631	339	92	-	21	77	116	2	-	4	7	3	ARIZONA
ARKANSAS	9,259	64	288	601	2,434	1,177	505	184	457	-	-	46	272	-	-	1	-	-	ARKANSAS
CALIFORNIA	12,643	81	366	1,278	4,795	1,499	714	144	457	-	58	46	272	31	170	63	27	38	CALIFORNIA
COLORADO	3,742	2	4	11	2,264	495	179	29	89	-	-	2	9	4	11	10	1	8	COLORADO
CONNECTICUT	2,533	-	179	103	904	678	195	35	11	-	2	15	14	4	49	49	-	-	CONNECTICUT
DELAWARE	1,011	11	213	113	202	63	55	2	3	-	-	-	31	22	7	3	-	6	DELAWARE
FLORIDA	7,945	24	335	813	3,125	1,386	771	56	113	-	13	12	20	11	18	2	-	10	FLORIDA
GEORGIA	13,282	172	615	811	6,092	911	710	121	484	-	37	22	33	5	18	-	-	5	GEORGIA
IDAH0	4,834	338	441	246	1,469	1,251	572	32	25	-	4	29	14	6	16	3	-	-	IDAH0
ILLINOIS	10,368	27	6	252	6,998	883	153	7	8	-	3	29	303	52	16	3	-	2	ILLINOIS
INDIANA	9,588	7	106	503	4,320	1,265	277	22	92	-	5	26	106	147	52	4	7	5	INDIANA
IOWA	8,692	-	4	71	4,328	715	1,516	303	87	-	15	22	2	2	3	-	-	-	IOWA
KANSAS	9,415	142	-	77	699	758	1,516	2,131	429	-	10	30	58	11	12	3	1	3	KANSAS
KENTUCKY	10,388	6	479	2,052	1,079	295	73	2	17	-	2	34	45	14	6	-	1	-	KENTUCKY
LOUISIANA	3,820	3	220	68	408	103	42	6	1	-	-	2	45	19	6	-	-	4	LOUISIANA
MAINE	2,805	30	83	370	1,518	122	21	16	29	-	1	1	2	-	4	-	-	-	MAINE
MARYLAND	4,331	79	621	1,417	505	357	414	19	49	-	4	10	72	5	57	6	1	10	MARYLAND
MASSACHUSETTS	1,829	-	105	5	213	32	542	33	330	-	26	56	124	2	24	11	5	4	MASSACHUSETTS
MICHIGAN	8,498	148	67	426	5,108	553	89	26	166	-	5	52	232	36	13	2	4	11	MICHIGAN
MINNESOTA	9,913	-	17	86	637	711	4,915	529	282	-	30	177	29	16	25	10	2	8	MINNESOTA
MISSISSIPPI	3,575	13	10	115	3,037	72	69	22	19	-	-	8	24	-	-	-	-	-	MISSISSIPPI
MISSOURI	7,666	-	-	-	1,970	335	2/3,866	21	41	-	-	5	148	15	7	1	4	2	MISSOURI
MONTANA	5,613	198	75	110	2,402	647	1,107	105	102	-	6	5	1	1	24	1	-	-	MONTANA
NEBRASKA	8,926	-	8	16	170	2,489	334	820	18	-	1	3	19	6	1	1	-	1	NEBRASKA
NEVADA	2,154	-	-	-	301	251	362	-	20	-	-	-	1	-	12	1	-	2	NEVADA
NEW HAMPSHIRE	1,512	-	10	39	468	672	241	-	19	-	-	-	1	-	-	-	-	-	NEW HAMPSHIRE
NEW JERSEY	1,325	1	-	-	767	19	24	30	125	-	2	5	174	24	18	50	5	33	NEW JERSEY
NEW MEXICO	9,962	303	655	755	4,530	1,206	1,351	204	101	-	-	3	41	-	7	1	1	1	NEW MEXICO
NEW YORK	14,260	1,483	540	1,398	3,894	916	702	237	796	-	47	66	293	-	92	32	14	42	NEW YORK
NORTH CAROLINA	10,351	4	181	1,081	3,542	1,504	531	3	102	-	52	21	36	14	-	10	-	-	NORTH CAROLINA
NORTH DAKOTA	6,692	27	14	50	2,473	1,504	531	1	22	-	-	1	1	1	-	-	-	-	NORTH DAKOTA
OHIO	16,065	124	766	2,848	5,095	663	410	24	249	-	5	16	112	39	47	15	3	2	OHIO
OKLAHOMA	9,639	-	9	42	3,624	2,635	1,421	82	220	-	22	55	18	10	14	2	2	2	OKLAHOMA
OREGON	4,496	16	121	523	1,271	1,404	127	10	3	-	-	404	7	14	6	-	3	4	OREGON
PENNSYLVANIA	12,898	171	949	3,521	5,036	899	224	38	357	-	155	23	79	66	61	8	3	1	PENNSYLVANIA
RHODE ISLAND	734	-	-	9	316	10	10	5	11	-	4	11	65	-	32	-	1	1	RHODE ISLAND
SOUTH CAROLINA	7,781	27	39	393	3,753	1,225	176	21	5	-	1	6	69	-	2	-	-	5	SOUTH CAROLINA
SOUTH DAKOTA	5,820	-	18	915	2,881	811	1,893	14	199	-	-	-	-	-	8	-	-	-	SOUTH DAKOTA
TENNESSEE	7,131	-	130	915	1,435	961	183	22	8	-	2	1	37	21	-	-	2	4	TENNESSEE
TEXAS	29,364	50	148	2,622	8,149	4,246	2,760	237	596	-	43	179	252	42	36	17	45	59	TEXAS
UTAH	4,792	278	688	360	1,118	636	475	19	30	-	1	-	236	8	15	1	-	3	UTAH
VERMONT	1,750	10	16	45	1,619	28	44	-	4	-	-	-	-	-	-	-	-	-	VERMONT
VIRGINIA	8,891	-	-	-	3,377	504	31	-	-	-	3/543	1/177	10	157	22	65	-	-	VIRGINIA
WASHINGTON	3,823	43	130	46	2,074	435	31	5	12	-	-	2	26	68	13	1	1	3	WASHINGTON
WEST VIRGINIA	4,506	57	149	994	2,534	156	28	11	28	-	3	19	3	8	1	-	-	-	WEST VIRGINIA
WISCONSIN	9,936	-	10	232	3,905	1,470	2,415	125	303	-	5	14	33	6	3	-	-	-	WISCONSIN
WYOMING	4,402	-	41	81	1,157	962	902	143	150	-	34	15	20	3	-	-	-	-	WYOMING
TOTAL	389,929	4,043	9,617	27,123	96,491	113,759	40,908	6,125	6,362	987	740	1,264	3,219	839	963	326	140	322	TOTAL

1/ WIDTH OF THE TRAVELED WAY FOR PRIMITIVE OR UNIMPROVED ROADS, SHOULDER TO SHOULDER WIDTH FOR GRADED AND DRAINED ROADS, AND WIDTH OF THE SURFACED ROADWAY FOR ALL TYPES OF SURFACED ROADS.

2/ INCLUDES MILEAGE LESS THAN 23 FEET IN WIDTH. COMPLETE CLASSIFICATION OF WIDTH DATA IS NOT AVAILABLE.

3/ INCLUDES MILEAGE 27 FEET TO 33 FEET IN WIDTH. COMPLETE CLASSIFICATION OF WIDTH DATA IS NOT AVAILABLE.

4/ INCLUDES MILEAGE GREATER THAN 35 FEET IN WIDTH. COMPLETE CLASSIFICATION OF WIDTH DATA IS NOT AVAILABLE.

1/ WIDTH OF THE TRAVELED WAY FOR PRIMITIVE OR UNIMPROVED ROADS, SHOULDER TO SHOULDER WIDTH FOR GRADED AND
DRAINED ROADS, AND WIDTH OF THE SURFACED ROADWAY FOR ALL TYPES OF SURFACED ROADS.

2/ INCLUDES MILEAGE LESS THAN 23 FEET IN WIDTH. COMPLETE CLASSIFICATION OF WIDTH DATA IS NOT AVAILABLE.

3/ INCLUDES MILEAGE 27 FEET TO 33 FEET IN WIDTH. COMPLETE CLASSIFICATION OF WIDTH DATA IS NOT AVAILABLE.
4/ INCLUDES MILEAGE GREATER THAN 35 FEET IN WIDTH. COMPLETE CLASSIFICATION OF WIDTH DATA IS NOT AVAILABLE.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE HIGHWAY MILEAGE - 1948
EXISTING MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL
CLASSIFIED BY WIDTH ^{1/}

TABLE SM-6, 1948
ISSUED OCTOBER 1949

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

MILEAGE CLASSIFIED BY WIDTH IN FEET

STATE	TOTAL EXISTING MILEAGE	UNDER 12	12 AND LESS THAN 16	16 AND LESS THAN 20	20 AND LESS THAN 22	22 AND LESS THAN 23	23 AND LESS THAN 27	27 AND LESS THAN 30	30 AND LESS THAN 33	33 AND LESS THAN 34	34 AND LESS THAN 36	36 AND LESS THAN 40	40 AND LESS THAN 44	44 AND LESS THAN 45	45 AND LESS THAN 50	50 AND LESS THAN 55	55 AND LESS THAN 60	60 AND OVER	STATE
SECONDARY STATE HIGHWAYS																			
CALIFORNIA ^{2/}	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CALIFORNIA ^{2/}
COLORADO	8,049	282	753	843	1,296	1,403	876	1,553	338	692	-	19	7	1	1	3	-	2	COLORADO
LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL	3,846 6,245 10,091	330 1,952 2,282	1,144 2,148 3,292	385 1,008 1,413	1,595 3,068 2,603	355 306 661	28 34 62	8 33 41	- - -	- 3 3	1 - 1	- - -	- 1 1	- - -	- 2 2	- - -	- - -	- - -	LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL
MAINE	7,365	865	996	2,288	3,113	89	5	8	-	1	-	-	-	-	-	-	-	-	MAINE
MISSISSIPPI	2,687	14	103	521	439	1,278	175	144	-	13	-	-	-	-	-	-	-	-	MISSISSIPPI
MISSOURI	8,627	-	-	-	123	96	3	3/ 8,395	-	-	-	-	5	5	-	-	-	-	MISSOURI
MONTANA: SECONDARY STATE-TO-TO TOTAL	2,991 3,024 3,024	69 - 69	447 - 447	407 - 407	636 - 636	615 19 634	116 - 116	626 14 640	23 - 23	44 - 44	6 - 6	- - -	1 - 1	- - -	- - -	- - -	- - -	1 - 1	MONTANA: SECONDARY STATE-TO-TO TOTAL
NEVADA	3,409	1,803	262	101	188	847	69	117	17	1	-	2	1	-	-	1	-	-	NEVADA
NEW HAMPSHIRE	2,115	22	96	243	1,001	672	21	59	-	1	-	-	-	-	-	-	-	-	NEW HAMPSHIRE
OREGON	2,330	234	201	317	823	602	95	47	6	4	-	1	-	-	-	-	-	-	OREGON
PENNSYLVANIA	25,166	701	15,837	5,708	1,848	581	243	152	12	37	17	9	3	2	15	1	-	-	PENNSYLVANIA
SOUTH CAROLINA	10,017	106	726	3,560	1,954	2,180	544	566	121	223	-	2	1	27	4	1	1	1	SOUTH CAROLINA
WASHINGTON	2,098	71	136	276	543	874	139	18	-	1	-	-	-	-	-	-	-	-	WASHINGTON
TOTAL	84,938	6,449	22,849	15,407	14,567	9,917	2,348	11,740	517	980	18	37	14	56	25	4	5	1	TOTAL

COUNTY ROADS UNDER STATE CONTROL

DELAWARE	2,747	156	461	619	615	245	166	426	24	23	7	-	4	1	-	-	-	-	DELAWARE
NEVADA	111	-	-	-	-	87	-	23	-	-	-	-	-	1	-	-	-	-	NEVADA
NORTH CAROLINA	51,032	5,113	10,092	7,685	9,404	7,367	2,423	5,775	1,240	1,720	-	93	35	55	2	6	21	-	NORTH CAROLINA
VIRGINIA ^{4/}	38,690	14,200	15,760	6,693	1,440	397	90	110	-	-	-	-	-	-	-	-	-	-	VIRGINIA ^{4/}
WEST VIRGINIA	28,335	13,413	9,975	3,469	856	417	112	62	4	21	1	1	-	2	1	-	1	-	WEST VIRGINIA
TOTAL	120,915	32,882	36,288	18,466	12,315	8,513	2,791	6,396	1,268	1,764	8	94	39	59	3	6	22	-	TOTAL

ALL SECONDARY ROADS UNDER STATE CONTROL

GRAND TOTAL	205,853	39,331	59,137	33,873	26,882	18,430	5,139	18,136	1,785	2,744	26	131	53	115	28	10	27	1	5	GRAND TOTAL
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^{1/} WIDTH OF THE TRAVELED WAY FOR PRIMITIVE OR UNIMPROVED ROADS, SHOULDER TO SHOULDER WIDTH FOR GRADED AND DRAINED ROADS, AND WIDTH OF THE SURFACED ROADWAY FOR ALL TYPES OF SURFACED ROADS.

^{2/} MILEAGE FORMERLY DESIGNATED AS THE STATE SECONDARY SYSTEM IS NOW CONSOLIDATED WITH THE STATE PRIMARY SYSTEM.

^{3/} INCLUDES MILEAGE LESS THAN 23 FEET IN WIDTH. COMPLETE CLASSIFICATION OF WIDTH DATA IS NOT AVAILABLE.

^{4/} WIDTH DATA ARE ESTIMATED.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE HIGHWAY MILEAGE - 1948
EXISTING MILEAGE ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS $\frac{1}{2}$
CLASSIFIED BY WIDTH $\frac{2}{2}$

TABLE SM-7, 1948
ISSUED OCTOBER 1949

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL EXISTING MILEAGE	MILEAGE CLASSIFIED BY WIDTH IN FEET																			STATE
		NOT CLASSI- FIED	UNDER 12	12 AND LESS THAN 16	16 AND LESS THAN 18	18 AND LESS THAN 20	20 AND LESS THAN 22	22 AND LESS THAN 23	23 AND LESS THAN 27	27 AND LESS THAN 30	30 AND LESS THAN 33	33 AND LESS THAN 34	34 AND LESS THAN 36	36 AND LESS THAN 40	40 AND LESS THAN 44	44 AND LESS THAN 45	45 AND LESS THAN 50	50 AND LESS THAN 55	55 AND LESS THAN 60	60 AND OVER	
ALABAMA	667	-	-	2	8	59	314	48	32	5	36	1	5	17	57	12	14	12	7	38	ALABAMA ARIZONA ARKANSAS CALIFORNIA
ARIZONA	78	-	-	-	1	1	7	8	8	4	7	-	6	3	26	1	3	3	11	12	
ARKANSAS	483	-	-	3	11	137	105	26	43	16	50	1	6	3	2	2	6	5	4	10	
CALIFORNIA	1,140	-	1	11	16	36	130	39	40	11	71	6	5	30	132	24	108	112	103	265	
COLORADO	409	-	-	3	3	33	81	27	23	13	33	-	8	23	35	4	20	32	16	55	CONNECTICUT DELAWARE FLORIDA
CONNECTICUT	617	-	14	47	41	41	138	60	43	21	31	4	14	40	44	7	28	23	8	13	
DELAWARE	148	-	-	10	24	25	19	6	16	5	9	10	-	8	9	2	4	1	2	-	
FLORIDA	1,005	-	4	15	40	83	174	108	133	38	106	10	10	36	104	14	50	34	10	34	
GEORGIA	1,430	-	6	18	38	268	546	73	75	20	93	5	12	86	118	7	18	21	5	21	GEORGIA IDAHO ILLINOIS INDIANA
IDAHO	205	-	-	1	7	67	43	13	15	3	7	1	1	3	23	2	2	1	3	13	
ILLINOIS	1,728	-	2	-	15	531	163	63	46	62	72	22	46	125	286	22	68	64	51	90	
INDIANA	877	-	-	1	10	106	74	53	54	33	94	6	26	135	128	14	39	52	22	30	
IOWA	1,053	-	-	1	11	332	159	56	162	16	107	5	15	25	70	11	20	25	14	24	IOWA KANSAS KENTUCKY LOUISIANA
KANSAS	504	-	-	-	-	21	48	37	97	31	51	-	10	23	65	10	24	22	14	50	
KENTUCKY	537	59	-	5	26	107	62	19	35	34	41	10	11	56	38	3	13	7	4	7	
LOUISIANA	760	-	-	9	39	405	79	3	30	15	31	6	11	24	53	13	7	11	8	16	
MAINE	401	-	1	8	30	94	82	24	32	19	25	3	10	21	24	6	11	5	2	4	MAINE MARYLAND MASSACHUSETTS MICHIGAN
MARYLAND	327	100	-	26	26	18	29	18	30	16	17	2	6	15	10	1	4	2	2	5	
MASSACHUSETTS	123	-	-	3	-	12	8	-	12	3	18	2	3	7	14	1	5	5	1	5	
MICHIGAN	1,034	-	14	1	27	52	339	31	22	18	78	4	16	73	131	21	36	31	21	119	
MINNESOTA	1,286	-	-	-	-	120	272	59	376	57	53	2	14	35	93	20	38	43	42	62	MINNESOTA MISSISSIPPI MISSOURI MONTANA
MISSISSIPPI	488	-	1	4	20	53	248	10	27	11	28	1	8	19	17	6	18	7	2	8	
MISSOURI	910	-	-	-	-	99	174	20	37	7	25	1	7	28	44	2	9	8	10	10	
MONTANA	201	-	2	2	2	14	62	13	30	2	9	1	5	4	10	2	5	12	7	19	
NEBRASKA	405	-	-	1	-	7	92	8	124	30	36	1	2	10	32	1	8	16	18	19	NEBRASKA NEVADA NEW HAMPSHIRE NEW JERSEY
NEVADA	66	-	-	-	-	1	15	4	11	-	-	1	1	3	7	1	3	5	10	4	
NEW HAMPSHIRE	218	-	-	-	4	40	63	9	43	8	17	2	5	7	7	1	2	3	2	5	
NEW JERSEY	385	-	-	-	-	7	64	4	7	7	40	7	6	9	86	12	21	36	21	57	
NEW MEXICO	255	-	-	-	1	7	112	14	26	6	28	-	2	7	24	5	5	4	4	10	NEW MEXICO NEW YORK NORTH CAROLINA NORTH DAKOTA
NEW YORK	876	-	-	-	7	17	38	14	38	19	115	12	31	82	143	13	60	45	26	216	
NORTH CAROLINA	2,220	-	25	84	156	547	395	163	225	79	239	16	35	93	90	16	19	20	7	11	
NORTH DAKOTA	199	-	-	-	-	14	51	53	34	3	14	2	2	5	6	2	4	3	3	3	
OHIO	2,328	-	2	8	110	225	309	80	174	76	290	24	82	229	311	38	104	104	66	96	OKLAHOMA OREGON PENNSYLVANIA
OKLAHOMA	504	-	-	-	-	46	118	58	46	10	44	-	5	41	46	5	8	15	21	41	
OREGON	362	-	-	5	35	87	48	9	16	8	15	-	9	24	36	11	10	20	9	20	
PENNSYLVANIA	2,874	-	23	166	496	511	195	136	211	127	299	54	109	188	133	43	56	51	26	50	
RHODE ISLAND	101	-	-	-	-	21	12	7	5	2	5	-	7	20	15	6	2	2	-	1	RHODE ISLAND SOUTH CAROLINA SOUTH DAKOTA TENNESSEE
SOUTH CAROLINA	1,229	-	5	18	111	171	395	76	74	37	80	4	22	57	102	6	21	26	9	15	
SOUTH DAKOTA	208	-	-	-	-	1	24	36	63	1	4	-	2	4	9	1	6	3	1	5	
TENNESSEE	515	-	-	3	21	111	65	36	29	12	34	-	10	42	53	7	13	33	8	34	
TEXAS	1,907	194	1	3	81	268	371	161	174	23	100	4	32	88	113	19	38	85	54	98	TEXAS UTAH VERMONT VIRGINIA
UTAH	566	-	3	21	27	167	119	46	66	5	12	-	-	6	14	7	21	12	7	36	
VERMONT	160	-	-	-	-	82	30	7	12	5	-	-	-	5	-	-	-	1	-	1	
VIRGINIA	316	316	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
WASHINGTON	441	-	-	-	24	59	130	21	14	3	17	1	4	16	47	6	17	31	18	33	WASHINGTON WEST VIRGINIA WISCONSIN WYOMING DISTRICT OF COLUMBIA
WEST VIRGINIA	488	-	6	27	83	104	61	21	31	10	58	2	9	25	23	7	4	7	-	10	
WISCONSIN	1,225	-	-	1	20	126	324	83	199	32	102	7	25	88	81	23	38	35	18	23	
WYOMING	120	-	-	-	-	-	39	13	19	3	17	1	2	6	6	2	3	4	1	2	
DISTRICT OF COLUMBIA	132	6	-	-	-	-	-	-	2	3	11	-	1	5	27	8	11	23	11	24	TOTAL
TOTAL	34,511	675	111	507	1,571	5,335	6,486	1,857	3,492	967	2,680	245	656	1,932	2,953	447	1,024	1,122	707	1,744	

1/ INCLUDES 2,648 MILES OF CONNECTING STREETS NOT UNDER STATE CONTROL.

2/ WIDTH OF THE TRAVELED WAY FOR PRIMITIVE OR UNIMPROVED HIGHWAYS, SHOULDER TO SHOULDER WIDTH FOR GRADED AND DRAINED HIGHWAYS, AND WIDTH OF THE SURFACED WAY FOR ALL TYPES OF SURFACED HIGHWAYS.

3/ INCLUDES MILEAGE LESS THAN 23 FEET IN WIDTH. COMPLETE CLASSIFICATION OF WIDTH DATA IS NOT AVAILABLE.

$\frac{1}{1}$ INCLUDES 2,618 MILES OF CONNECTING STREETS NOT UNDER STATE CONTROL.
 $\frac{2}{2}$ WIDTH OF THE TRAVELED WAY FOR PRIMITIVE OR UNIMPROVED HIGHWAYS, SHOULDER TO SHOULDER WIDTH FOR GRADED AND DRAINED HIGHWAYS, AND WIDTH OF THE SURFACED WAY FOR ALL TYPES OF SURFACED HIGHWAYS.
 $\frac{3}{3}$ INCLUDES MILEAGE LESS THAN 23 FEET IN WIDTH. COMPLETE CLASSIFICATION OF WIDTH DATA IS NOT AVAILABLE.

STATE HIGHWAY MILEAGE - 1948

EXISTING SURFACED MILEAGE ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS

CLASSIFIED BY WIDTH AND TYPE OF SURFACE

TABLE SM-8, 1948
ISSUED OCTOBER 1949

COMPILED FOR THE END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL SURFACE MILEAGE	LESS THAN 27 FEET WIDE										27 FEET AND LESS THAN 36 FEET										36 FEET AND LESS THAN 45 FEET										45 FEET AND LESS THAN 55 FEET										55 FEET AND OVER									
		TYPE OF SURFACE 1/					TOTAL	TYPE OF SURFACE 1/					TOTAL	TYPE OF SURFACE 1/					TOTAL	TYPE OF SURFACE 1/					TOTAL	TYPE OF SURFACE 1/					TOTAL	TYPE OF SURFACE 1/					TOTAL														
		D E	F G	H I	J	K L		D E	F G	H I	J	K L		D E	F G	H I	J	K L		D E	F G	H I	J	K L		D E	F G	H I	J	K L		D E	F G	H I	J	K L															
ALABAMA	6,751	458	5,059	572	514	-	109	107	1	-	1	-	37	-	21	6	10	-	-	-	8	-	-	-	-	-	-	-	-	-	-	2																			
ALABAMA	203	2,316	33	80	-	416	6	12	-	-	-	195	-	178	2	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1																			
ARIZONA	8,016	4,979	2,217	1,959	-	317	8	176	-	-	-	349	-	108	77	164	-	-	-	-	233	-	-	-	-	-	-	-	-	-	-	-																			
CALIFORNIA	12,317	2,314	6,159	1,157	1,353	-	677	3	317	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																			
COLORADO	3,739	125	3,019	813	425	-	117	109	6	-	2	-	15	-	8	-	6	-	-	-	9	-	-	-	-	-	-	-	-	-	-	2																			
CONNECTICUT	2,533	-	195	1,813	495	-	49	-	46	3	-	33	-	-	-	-	28	-	-	-	21	-	-	-	-	-	-	-	-	-	-	-																			
DELAWARE	1,011	937	54	120	563	-	101	-	1	2	2	-	53	-	-	-	19	5	-	-	10	-	-	-	-	-	-	-	-	-	-	-																			
FLORIDA	7,959	7,685	6,568	549	62	-	101	1	27	6	66	1	43	7	18	1	16	1	-	-	20	-	-	-	-	-	-	-	-	-	-	-																			
GEORGIA	10,294	10,075	3,305	2,902	1,693	7	151	74	12	44	14	7	45	4	3	11	27	-	-	-	18	-	-	-	-	-	-	-	-	-	-	-																			
IDAH0	4,113	4,045	3,084	66	38	-	42	1	41	-	-	-	17	-	-	-	9	-	-	-	9	-	-	-	-	-	-	-	-	-	-	-																			
ILLINOIS	10,351	9,939	12	333	844	132	14	-	1	2	16	-	312	4	1	75	289	3	-	-	19	-	-	-	-	-	-	-	-	-	-	-																			
INDIANA	9,546	9,118	3,316	2,087	2,900	3	121	-	3	19	98	1	279	-	4	17	258	-	-	-	56	-	-	-	-	-	-	-	-	-	-	-																			
IOWA	8,649	8,237	693	160	5,622	28	105	397	8	2	-	-	4	-	-	-	45	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-																			
KANSAS	9,109	4,260	287	1,197	1,692	41	2,494	1,094	1,455	2	-	1	72	26	-	-	45	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-																			
KENTUCKY	10,333	2,460	5,247	1,415	1,093	-	28	-	2	5	-	-	66	13	-	-	52	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-																			
LOUISIANA	3,759	3,737	11	1,022	2,117	-	7	-	-	-	-	-	45	-	-	-	45	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-																			
MAINE	2,790	2,727	198	1,934	477	128	46	-	4	12	30	-	3	-	-	-	2	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-																			
MARYLAND	4,331	4,095	19	1,811	1,456	-	75	-	7	45	25	-	87	-	-	-	35	-	-	-	63	-	-	-	-	-	-	-	-	-	-	-																			
MASSACHUSETTS	1,827	1,160	122	821	1,112	-	404	-	3	293	108	-	182	-	2	103	77	-	-	-	15	-	-	-	-	-	-	-	-	-	-	-																			
MICHIGAN	8,294	7,190	2,195	863	3,182	-	197	-	1	72	116	-	277	-	-	-	234	-	-	-	15	-	-	-	-	-	-	-	-	-	-	-																			
MINNESOTA	9,903	8,805	1,710	4,646	39	2,410	-	831	478	292	1	60	222	156	40	-	26	-	-	35	3	15	11	6	-	-	-	-	-	-	-	-																			
MISSISSIPPI	3,575	3,502	283	903	592	1,724	-	41	40	-	-	1	168	-	-	-	32	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-																			
MISSOURI	7,686	409	3,412	379	3,434	2	62	-	-	-	1	61	32	-	-	-	167	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-																			
MONTANA	5,179	5,047	437	4,583	3	24	129	48	81	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-																			
NEBRASKA	7,895	4,596	2,325	25	1,126	23	89	268	557	2	2	-	28	2	1	-	25	-	-	2	-	-	-	1	1	-	-	-	-	-	-	-																			
NEVADA	2,154	2,116	22	2,061	32	1	2	-	2	-	-	-	2	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																			
NEW HAMPSHIRE	1,512	1,492	11	1,022	163	236	19	-	1	9	-	-	1	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-																			
NEW JERSEY	1,324	858	6	29	657	-	157	-	1	24	132	-	203	5	-	-	19	178	1	68	6	-	10	52	-	-	-	-	-	-	-	-																			
NEW MEXICO	7,164	6,918	4,079	639	4,931	-	193	191	2	303	790	21	43	-	28	12	3	-	-	8	-	7	1	-	-	-	-	-	-	-	-	-																			
NEW YORK	12,816	11,066	30	2,006	4,064	4,931	1,135	-	21	5	73	33	435	-	105	319	11	124	-	2	56	-	1	17	100	-	-	-	-	-	-	-																			
NORTH CAROLINA	10,204	10,021	655	5,147	1,862	2,357	125	14	5	16	-	-	58	9	1	-	24	-	-	124	-	4	-	-	-	-	-	-	-	-	-	-																			
NORTH DAKOTA	6,352	6,332	4,414	1,840	1,67	-	17	-	1	-	-	-	3	-	1	-	1	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-																			
OHIO	16,061	15,510	1,588	8,674	3,595	1,339	294	-	25	194	36	33	190	-	3	64	87	36	-	62	-	-	-	-	-	-	-	-	-	-	-	-																			
OKLAHOMA	9,111	8,955	2,902	2,434	2,201	16	122	86	10	5	21	-	16	-	1	14	-	-	-	15	-	-	-	-	-	-	-	-	-	-	-	-																			
OREGON	4,426	4,377	203	1,789	2,154	231	13	-	9	4	-	23	-	-	-	7	16	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-																			
PENNSYLVANIA	12,702	11,868	56	3,430	4,310	22	573	-	3	68	502	-	188	-	-	56	117	1	69	-	-	-	-	-	-	-	-	-	-	-	-	-																			
RHODE ISLAND	734	603	-	285	92	-	21	-	3	14	4	-	76	-	-	-	56	-	-	32	-	-	22	10	-	-	-	-	-	-	-	-																			
SOUTH CAROLINA	7,336	7,264	141	4,935	473	-	68	-	16	7	5	-	61	-	8	21	52	-	-	5	-	6	2	-	-	-	-	-	-	-	-	-																			
SOUTH DAKOTA	5,519	2,382	2,575	1,313	1,570	-	266	205	1	12	7	-	86	-	-	-	67	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-																			
TENNESSEE	7,118	6,986	911	3,292	1,207	1,510	34	9	-	-	-	-	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																			
TEXAS	28,890	27,434	217	15,869	6,608	4,702	892	90	525	164	113	-	441	114	52	109	153	3	47	16	-	4	15	21	-	-	-	-	-	-	-	-																			
UTAH	3,288	3,751	1,217	2,255	1,40	139	-	35	14	3	5	-	23	-	1	9	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-																			
VERMONT	1,750	1,746	366	1,005	119	256	4	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																			
VIRGINIA	8,810	7,892	3,571	3,571	157	-	2/720	-	17	643	60	-	189	-	-	1	26	162	-	69	-	-	-	-	-	-	-	-	-	-	-	-																			
WASHINGTON	3,735	3,560	116	1,214	818	-	10	7	-	1	3	-	147	20	1	41	85	-	14	-	-	3	1	3	7	-	-	-	-	-	-	-																			
WEST VIRGINIA	4,936	4,389	221	2,018	754	23	32	-	1	14	17	-	13	-	-	-	9	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-																			
WISCONSIN	9,936	9,377	272	5,099	299	3,707	452	1	306	24	121	-	104	-	33	15	56	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-																			
WYOMING	4,352	4,017	240	3,732	44	-	328	13	294	21	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																			
TOTAL	335,470	316,029	145,773	52,400	72,541	764	12,813	3,215	4,515	2,325	2,688	70	4,957	363	566	955	3,011	62	1,237	24	108	275	743	7	434	63	55	132	173	11	-	-																			

1/ SURFACE TYPES INDICATED BY SYMBOLS IN THESE COLUMNS ARE AS FOLLOWS: D, SOIL-SURFACE; E, GRAVEL OR SHOE; F, BITUMINOUS SURFACE-TREATED; G, MIXED BITUMINOUS; H, BITUMINOUS PENETRATION; I, BITUMINOUS CONCRETE AND STONE ASPHALT; J, PORTLAND CEMENT CONCRETE; K, BRICK; AND L, BLOCK.

2/ INCLUDES MILEAGE GREATER THAN 35 FEET IN WIDTH.

COMPLETE CLASSIFICATION OF WIDTH DATA IS NOT AVAILABLE.

1/ SURFACE TYPES INDICATED BY SYMBOLS IN THESE COLUMNS ARE AS FOLLOWS: 0, SOIL-SURFACED; E, GRAVEL OR STONE;

2/ INCLUDES MILEAGE GREATER THAN 35 FEET IN WIDTH. COMPLETE CLASSIFICATION OF WIDTH DATA IS NOT AVAILABLE.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSSTATE HIGHWAY MILEAGE - 1948
EXISTING SURFACED MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL
CLASSIFIED BY WIDTH AND TYPE OF SURFACETABLE SH-9, 1948
ISSUED OCTOBER 1949

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE		TOTAL SURFACED MILEAGE	LESS THAN 27 FEET WIDE										27 FEET AND LESS THAN 36 FEET										36 FEET AND LESS THAN 45 FEET										45 FEET AND LESS THAN 55 FEET										55 FEET AND OVER																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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			F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G	H	I	J	K	L	F	G

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE HIGHWAY MILEAGE - 1948
DIVIDED HIGHWAY MILEAGE ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS
CLASSIFIED BY WIDTH AND TYPE OF SURFACE ^{1/}

TABLE SM-11, 1948
ISSUED OCTOBER 1949

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL	MILEAGE CLASSIFIED BY WIDTH IN FEET					MILEAGE CLASSIFIED BY TYPE OF SURFACE										STATE
		UNDER 36	36 AND LESS THAN 45	45 AND LESS THAN 55	55 AND OVER	D	E	F	G	H	I	J	K				
ALABAMA	30	-	30	-	-	-	-	2	15	-	6	7	-	ALABAMA			
ARIZONA	2	-	2	-	-	-	-	-	2	-	-	-	-	ARIZONA			
ARKANSAS	1	1	-	-	-	-	-	-	-	-	-	-	-	ARKANSAS			
CALIFORNIA	391	2	165	197	27	-	-	3	105	5	95	183	-	CALIFORNIA			
COLORADO	21	1	3	11	6	-	-	-	17	-	-	4	-	COLORADO			
CONNECTICUT	103	-	5	98	-	-	-	1	-	-	5	97	-	CONNECTICUT			
DELAWARE	57	-	43	8	6	-	-	-	-	-	38	19	-	DELAWARE			
FLORIDA	32	-	11	15	6	-	-	-	10	-	15	7	-	FLORIDA			
GEORGIA	36	4	19	13	-	-	-	1	-	-	1	34	-	GEORGIA			
IDAH0	10	-	10	-	-	-	-	-	-	-	-	5	-	IDAH0			
ILLINOIS	96	-	87	7	2	-	-	-	-	-	7	243	-	ILLINOIS			
INDIANA	284	-	192	46	6	-	-	-	-	-	1	-	-	INDIANA			
IOWA	3	-	3	-	-	-	-	-	-	-	-	3	-	IOWA			
KANSAS	30	-	29	-	1	-	-	-	-	-	-	30	-	KANSAS			
KENTUCKY	38	-	33	-	4	-	-	-	-	-	1	33	-	KENTUCKY			
LOUISIANA	49	-	39	6	-	-	-	-	-	-	-	49	-	LOUISIANA			
MAINE 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	MAINE 2/			
MARYLAND	96	-	38	49	9	-	-	-	-	1	25	70	-	MARYLAND			
MASSACHUSETTS	79	-	18	23	38	-	-	-	-	21	22	34	-	MASSACHUSETTS			
MICHIGAN	64	-	42	11	11	-	-	-	-	-	5	59	-	MICHIGAN			
MINNESOTA	60	-	28	29	3	-	-	1	16	-	10	29	-	MINNESOTA			
MISSISSIPPI	22	-	22	8	-	-	-	-	-	-	-	22	-	MISSISSIPPI			
MISSOURI	80	7	64	-	1	-	-	-	-	-	-	60	-	MISSOURI			
MONTANA 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	MONTANA 2/			
NEBRASKA	10	-	8	1	1	-	-	-	-	-	-	10	-	NEBRASKA			
NEVADA	12	-	-	11	1	-	-	-	11	1	-	-	-	NEVADA			
NEW HAMPSHIRE 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW HAMPSHIRE 2/			
NEW JERSEY	202	-	127	44	31	-	-	-	-	-	4	198	-	NEW JERSEY			
NEW MEXICO	7	-	-	7	-	-	-	-	7	-	-	-	-	NEW MEXICO			
NEW YORK	100	-	29	53	18	-	-	6	-	-	10	84	-	NEW YORK			
NORTH CAROLINA	17	-	17	-	-	-	-	-	-	-	-	12	-	NORTH CAROLINA			
NORTH DAKOTA 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	NORTH DAKOTA 2/			
OHIO	113	1	54	56	2	-	-	-	1	-	47	62	3	OHIO			
OKLAHOMA	21	-	7	13	1	-	-	-	-	-	-	21	-	OKLAHOMA			
OREGON	4	-	-	3	1	-	-	-	-	-	3	1	-	OREGON			
PENNSYLVANIA	72	-	36	35	1	-	-	-	-	-	3	69	-	PENNSYLVANIA			
RHODE ISLAND	19	-	-	18	1	-	-	-	-	1	-	18	-	RHODE ISLAND			
SOUTH CAROLINA	47	-	43	1	3	-	-	-	-	-	8	39	-	SOUTH CAROLINA			
SOUTH DAKOTA 2/	-	-	-	-	-	-	-	-	-	-	1	-	-	SOUTH DAKOTA 2/			
TENNESSEE	23	2	21	-	-	-	-	2	-	-	-	21	-	TENNESSEE			
TEXAS	115	-	64	24	57	-	-	35	-	1	6	58	2	TEXAS			
UTAH	4	-	-	4	-	-	-	-	4	-	-	-	-	UTAH			
VERMONT 2/	-	-	-	-	-	-	-	-	-	-	-	-	-	VERMONT 2/			
VIRGINIA	142	-	72	69	1	-	-	1	-	16	28	97	-	VIRGINIA			
WASHINGTON 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	WASHINGTON 3/			
WEST VIRGINIA	7	-	-	-	-	-	-	-	-	-	-	-	-	WEST VIRGINIA			
WISCONSIN	52	-	52	-	-	-	-	-	-	-	14	38	-	WISCONSIN			
WYOMING 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	WYOMING 4/			
TOTAL	2,537	18	1,420	860	239	38	21	51	193	46	355	1,828	5	TOTAL			

1/ A DIVIDED HIGHWAY IS DEFINED AS A ROAD ON WHICH OPPOSING STREAMS OF TRAFFIC ARE SEPARATED BY A DIVIDING STRIP. THE DIVIDING STRIP MAY BE A PLANTED AREA, CAR TRACKS, OR OTHER SEPARATING DEVICE. THE DISTINGUISHING FEATURE BEING THAT THE OPPOSING STREAMS OF TRAFFIC ARE PREVENTED FROM MIXING EXCEPT AT INTERVALS WHERE CROSS-OVERES ARE PROVIDED. WIDTHS SHOWN ARE TOTALS FOR ALL SURFACED LANES AND DO NOT INCLUDE THE DIVIDING STRIPS.

2/ NO DIVIDED HIGHWAY MILEAGE WAS REPORTED.

3/ MILEAGE FORMERLY CLASSIFIED ERRONEOUSLY AS DIVIDED HIGHWAYS HAS BEEN ELIMINATED.

4/ LESS THAN ONE MILE OF DIVIDED HIGHWAY MILEAGE WAS REPORTED.

^{1/} A DIVIDED HIGHWAY IS DEFINED AS A ROAD ON WHICH OPPOSING STREAMS OF TRAFFIC ARE SEPARATED BY A DIVIDING STRIP. THE DIVIDING STRIP MAY BE A PLANTED AREA, CAR TRACKS, OR OTHER SEPARATING DEVICE. THE DISTINGUISHING FEATURE BEING THAT THE OPPOSING STREAMS OF TRAFFIC ARE PREVENTED FROM MIXING EXCEPT AT INTERVALS WHERE CROSS-OVERERS ARE PROVIDED. WIDTHS SHOWN ARE TOTALS FOR ALL SURFACED LANES AND DO NOT INCLUDE THE DIVIDING STRIPS.

^{2/} NO DIVIDED HIGHWAY MILEAGE WAS REPORTED.

^{3/} MILEAGE FORMERLY CLASSIFIED ERRONEOUSLY AS DIVIDED HIGHWAYS HAS BEEN ELIMINATED.

^{4/} LESS THAN ONE MILE OF DIVIDED HIGHWAY MILEAGE WAS REPORTED.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADSSTATE HIGHWAY MILEAGE - 1948
DIVIDED HIGHWAY MILEAGE ON SECONDARY RURAL ROADS UNDER STATE CONTROL
CLASSIFIED BY WIDTH AND TYPE OF SURFACE 1/TABLE SH-12, 1948
ISSUED OCTOBER 1949

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL 2/	MILEAGE CLASSIFIED BY WIDTH IN FEET				MILEAGE CLASSIFIED BY TYPE OF SURFACE						STATE
		UNDER 36	36 AND LESS THAN 45	45 AND LESS THAN 55	55 AND OVER	E GRAVEL OR STONE	G MIXED BITU- MINOUS	H BITU- MINOUS PENE- TRATION	I BITU- MINOUS CONCRETE AND SHEET ASPHALT	J PORTLAND CEMENT CONCRETE		
SECONDARY STATE HIGHWAYS												
CALIFORNIA 3/	-	-	-	-	-	-	-	-	-	-	-	CALIFORNIA 3/
COLORADO	2	1	-	-	1	-	2	-	-	-	-	COLORADO
LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL	- 3 3	- 1 1	- 2 2	- 2 2	- - -	- 1 1	- - -	- - -	- - -	- 2 2	- - -	LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL
MAINE	-	-	-	-	-	-	-	-	-	-	-	MAINE
MISSISSIPPI	-	-	-	-	-	-	-	-	-	-	-	MISSISSIPPI
MISSOURI	3	-	3	-	-	-	-	-	-	3	-	MISSOURI
MONTANA: SECONDARY STATE-AID TOTAL	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	MONTANA: SECONDARY STATE-AID TOTAL
NEVADA	-	-	-	-	-	-	-	-	-	-	-	NEVADA
NEW HAMPSHIRE	-	-	-	-	-	-	-	-	-	-	-	NEW HAMPSHIRE
OREGON	-	-	-	-	-	-	-	-	-	-	-	OREGON
PENNSYLVANIA	3	1	-	2	-	-	-	2	-	1	-	PENNSYLVANIA
SOUTH CAROLINA	-	-	-	-	-	-	-	-	-	-	-	SOUTH CAROLINA
WASHINGTON	-	-	-	-	-	-	-	-	-	-	-	WASHINGTON
TOTAL	11	3	3	4	1	1	2	2	-	6	-	TOTAL
COUNTY ROADS UNDER STATE CONTROL												
DELAWARE	-	-	-	-	-	-	-	-	-	-	-	DELAWARE
NEVADA	-	-	-	-	-	-	-	-	-	-	-	NEVADA
NORTH CAROLINA	2	1	1	-	-	-	-	-	2	-	-	NORTH CAROLINA
VIRGINIA	-	-	-	-	-	-	-	-	-	-	-	VIRGINIA
WEST VIRGINIA	-	-	-	-	-	-	-	-	-	-	-	WEST VIRGINIA
TOTAL	2	1	1	-	-	-	-	-	2	-	-	TOTAL
ALL SECONDARY ROADS UNDER STATE CONTROL												
GRAND TOTAL	13	4	4	4	1	1	2	2	2	6	-	GRAND TOTAL

1/ A DIVIDED HIGHWAY IS DEFINED AS A ROAD ON WHICH OPPOSING STREAMS OF TRAFFIC ARE SEPARATED BY A DIVIDING STRIP. THE DIVIDING STRIP MAY BE A PLANTED AREA, CAR TRACKS, OR OTHER SEPARATING DEVICE. THE DISTINGUISHING FEATURE BEING THAT THE OPPOSING STREAMS OF TRAFFIC ARE PREVENTED FROM MIXING EXCEPT AT INTERVALS WHERE CROSSEOVERS ARE PROVIDED. WIDTHS SHOWN ARE TOTALS FOR ALL SURFACED LANES AND DO NOT INCLUDE THE DIVIDING STRIPS.

2/ DIVIDED HIGHWAY MILEAGES WERE REPORTED ONLY FOR COLORADO, LOUISIANA, MISSOURI, PENNSYLVANIA AND NORTH CAROLINA.

3/ DIVIDED HIGHWAY MILEAGE FORMERLY DESIGNATED AS A PART OF THE STATE SECONDARY SYSTEM IS NOW CONSOLIDATED WITH THE STATE PRIMARY SYSTEM.

1/ A DIVIDED HIGHWAY IS DEFINED AS A ROAD ON WHICH OPPOSING STREAMS OF TRAFFIC ARE SEPARATED BY A DIVIDING STRIP. THE DIVIDING STRIP MAY BE A PLANTED AREA, CAR TRACKS, OR OTHER SEPARATING DEVICE, THE DISTINGUISHING FEATURE BEING THAT THE OPPOSING STREAMS OF TRAFFIC ARE PREVENTED FROM MIXING EXCEPT AT INTERVALS WHERE CROSSEOVERS ARE PROVIDED. WIDTHS SHOWN ARE TOTALS FOR ALL SURFACED LANES AND DO NOT INCLUDE THE DIVIDING STRIPS.

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATE HIGHWAY MILEAGE - 1948
DIVIDED HIGHWAY MILEAGE ON URBAN EXTENSIONS OF RURAL STATE HIGHWAYS
CLASSIFIED BY WIDTH AND TYPE OF SURFACE ^{1/}

TABLE SM-13, 1948
ISSUED OCTOBER 1949

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL ^{2/}	MILEAGE CLASSIFIED BY WIDTH IN FEET				MILEAGE CLASSIFIED BY TYPE OF SURFACE										STATE	
		UNDER 36	36 AND LESS THAN 45	45 AND LESS THAN 55	55 AND OVER	E GRAVEL OR STONE	F BITU- MINOUS SURFACE- TREATED	G MIXED BITU- MINOUS	H BITU- MINOUS PENE- TRATION	I BITU- MINOUS CONCRETE AND SHEET ASPHALT	J PORTLAND CEMENT CONCRETE	K BRICK	L BLOCK				
ALABAMA	16	2	9	2	3	-	-	3	1	5	7	-	-			ALABAMA	
ARIZONA	1	-	-	-	1	-	-	-	1	-	-	-	-			ARIZONA	
ARKANSAS	6	1	1	1	3	-	-	-	-	2	3	-	1			ARKANSAS	
CALIFORNIA	165	-	23	59	83	-	-	23	9	72	61	-	-			CALIFORNIA	
COLORADO	9	-	1	-	8	-	-	2	-	4	3	-	-			COLORADO	
CONNECTICUT	27	-	2	16	9	-	-	-	1	4	22	-	-			CONNECTICUT	
DELAWARE	3	-	1	1	1	-	-	-	-	1	2	-	-			DELAWARE	
FLORIDA	31	3	13	8	7	-	5	4	-	8	12	2	-			FLORIDA	
GEORGIA	19	4	8	2	5	-	3	1	1	5	5	4	-			GEORGIA	
IDAH0 3/	-	-	-	-	-	-	-	-	-	-	-	-	-			IDAH0 3/	
ILLINOIS	70	2	28	10	30	-	-	-	-	26	42	-	1			ILLINOIS	
INDIANA	11	-	6	2	3	-	-	-	-	2	9	-	-			INDIANA	
IOWA	5	1	3	1	-	-	-	-	-	1	3	1	-			IOWA	
KANSAS	2	-	-	-	-	-	-	-	-	-	-	2	-			KANSAS	
KENTUCKY	3	-	2	1	-	-	-	-	-	2	1	-	-			KENTUCKY	
LOUISIANA	43	3	17	5	18	1	-	-	-	24	17	1	-			LOUISIANA	
MAINE 4/	-	-	-	-	-	-	-	-	-	-	-	-	-			MAINE 4/	
MARYLAND	5	-	-	2	3	-	-	-	-	3	2	-	-			MARYLAND	
MASSACHUSETTS	24	-	-	3	21	-	-	-	5	19	-	-	-			MASSACHUSETTS	
MICHIGAN	54	-	10	8	36	-	-	-	-	9	44	1	-			MICHIGAN	
MINNESOTA	45	1	15	12	17	2	1	15	-	5	22	-	-			MINNESOTA	
MISSISSIPPI	15	-	7	8	-	-	-	-	-	-	15	-	-			MISSISSIPPI	
MISSOURI	9	-	5	3	1	-	-	-	-	-	9	-	-			MISSOURI	
MONTANA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-			MONTANA 4/	
NEBRASKA	4	1	2	1	-	-	-	-	-	2	1	1	-			NEBRASKA	
NEVADA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-			NEVADA 4/	
NEW HAMPSHIRE 4/	-	-	-	-	46	-	-	-	-	-	-	-	-			NEW HAMPSHIRE 4/	
NEW JERSEY	86	-	20	20	-	-	-	-	-	13	73	-	-			NEW JERSEY	
NEW MEXICO	1	-	-	1	-	-	-	-	-	-	1	-	-			NEW MEXICO	
NEW YORK	145	-	17	31	97	-	-	-	3	38	91	2	11			NEW YORK	
NORTH CAROLINA	14	1	11	1	1	1	1	-	-	9	3	-	-			NORTH CAROLINA	
NORTH DAKOTA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-			NORTH DAKOTA 4/	
OHIO	71	1	16	25	29	-	-	2	-	44	16	9	-			OHIO	
OKLAHOMA	7	-	4	1	2	-	-	-	-	2	5	-	-			OKLAHOMA	
OREGON	3	-	1	1	1	-	-	-	1	-	2	-	-			OREGON	
PENNSYLVANIA	46	1	7	19	19	-	1	-	1	24	20	-	-			PENNSYLVANIA	
RHODE ISLAND	2	-	-	1	1	-	-	-	1	1	-	-	-			RHODE ISLAND	
SOUTH CAROLINA	15	1	7	3	4	-	5	-	-	6	4	-	-			SOUTH CAROLINA	
SOUTH DAKOTA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-			SOUTH DAKOTA 4/	
TENNESSEE	7	-	3	1	3	-	-	1	-	1	5	-	-			TENNESSEE	
TEXAS	24	-	17	3	4	-	3	-	1	3	17	-	-			TEXAS	
UTAH	2	-	2	-	-	-	-	-	-	-	2	-	-			UTAH	
VERMONT 4/	-	-	-	-	-	-	-	-	-	-	-	-	-			VERMONT 4/	
VIRGINIA 5/	-	-	-	-	-	-	-	-	-	-	-	-	-			VIRGINIA 5/	
WASHINGTON 6/	-	-	4	-	8	-	-	-	-	-	-	-	-			WASHINGTON 6/	
WEST VIRGINIA	14	-	-	2	-	-	-	-	-	-	-	-	-			WEST VIRGINIA	
WISCONSIN	19	1	4	5	9	-	-	-	1	7	10	1	-			WISCONSIN	
WYOMING	1	-	-	1	-	-	-	-	-	-	-	-	-			WYOMING	
DISTRICT OF COLUMBIA	12	-	-	7	5	-	-	-	-	7	5	-	-			DISTRICT OF COLUMBIA	
TOTAL	1,036	23	268	267	478	4	19	52	26	350	547	25	13			TOTAL	

^{1/} A DIVIDED HIGHWAY IS DEFINED AS A ROAD ON WHICH OPPOSING STREAMS OF TRAFFIC ARE SEPARATED BY A DIVIDING STRIP. THE DIVIDING STRIP MAY BE A PLANTED AREA, CAR TRACKS, OR OTHER SEPARATING DEVICE, THE DISTINGUISHING FEATURE BEING THAT THE OPPOSING STREAMS OF TRAFFIC ARE PREVENTED FROM MIXING EXCEPT AT INTERVALS WHERE CROSS-OVERS ARE PROVIDED. WIDTHS SHOWN ARE TOTALS FOR ALL SURFACED LANES AND DO NOT INCLUDE THE DIVIDING STRIPS.
^{2/} INCLUDES 175 MILES OF CONNECTING STREETS NOT UNDER STATE CONTROL.

^{3/} LESS THAN ONE MILE OF DIVIDED HIGHWAY MILEAGE WAS REPORTED.
^{4/} NO DIVIDED HIGHWAY MILEAGE WAS REPORTED.
^{5/} COMPLETE DATA ARE NOT AVAILABLE.
^{6/} MILEAGE FORMERLY CLASSIFIED ERRONEOUSLY AS DIVIDED HIGHWAYS HAS BEEN ELIMINATED.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
RURAL ROAD MILEAGE-1947
EXISTING MILEAGE OF ALL RURAL ROADS IN THE UNITED STATES
CLASSIFIED BY SYSTEM

COMPILED FOR LATEST AVAILABLE YEAR FROM STATE HIGHWAY PLANNING SURVEY DATA

TABLE RM-1, 1947
ISSUED DECEMBER 1948

STATE	UNDER STATE CONTROL					UNDER LOCAL CONTROL					UNDER FEDERAL CONTROL ^{1/}					
	TOTAL	STATE PRIMARY SYSTEMS	STATE SECONDARY SYSTEMS	COUNTY ROADS UNDER STATE CONTROL	OTHER STATE ROADS ^{1/}	TOTAL	COUNTY ROADS			TOWN AND TOWNSHIP ROADS ^{2/}	OTHER LOCAL ROADS ^{3/}	TOTAL	NATIONAL FOREST HIGHWAYS	NATIONAL PRESERVATION ROADS	OTHER NATIONAL ROADS	STATE
							PRINCIPAL COUNTY ROADS	SECONDARY COUNTY ROADS	UNSEGP- CATED							
ALABAMA	60,042	6,774	-	-	-	5/ 52,898	52,898	-	-	-	-	370	370	-	-	ALABAMA
ARIZONA	28,706	3,800	-	-	-	15,754	15,754	-	-	-	-	9,152	3,387	5,421	344	ARIZONA
ARKANSAS	55,535	9,314	-	-	-	46,221	46,221	-	-	-	-	10,300	9,523	113	664	ARKANSAS
CALIFORNIA	97,678	12,899	8,601	-	6/ 285	74,479	63,785	-	-	-	10,694	788	653	19	-	CALIFORNIA
COLORADO	75,810	11,818	8,059	-	-	63,204	36,773	-	-	8,290	26,431	788	653	19	-	COLORADO
CONNECTICUT	10,990	2,700	2,514	-	186	8,290	(2/)	-	-	-	-	1,126	736	-	-	CONNECTICUT
DELAWARE	3,756	1,015	-	-	-	29,897	29,897	-	-	-	-	-	-	-	-	DELAWARE
FLORIDA	38,786	7,750	-	-	13	29,897	29,897	-	-	-	-	-	-	-	-	FLORIDA
GEORGIA	89,680	12,971	-	-	-	5/ 76,709	76,709	-	-	9,550	-	6,216	5,620	579	-	GEORGIA
IDAH0	36,017	4,966	-	-	-	24,835	15,285	-	-	-	-	-	-	-	-	IDAH0
ILLINOIS	104,654	10,331	-	-	-	94,303	18,450	8/ 18,450	-	75,853	-	-	-	-	-	ILLINOIS
INDIANA	82,712	9,546	-	-	-	73,166	73,166	-	-	-	-	-	-	-	-	INDIANA
IOWA	101,488	8,770	8,665	-	105	92,718	92,718	13,789	78,929	-	-	-	-	-	-	IOWA
KANSAS	129,517	9,390	-	-	-	120,112	18,304	-	-	101,808	-	15	-	-	-	KANSAS
KENTUCKY	58,268	10,069	-	-	-	47,402	47,402	-	-	-	-	797	639	-	-	KENTUCKY
LOUISIANA	38,954	13,875	3,801	-	9/ 10,074	25,079	25,079	-	-	-	-	-	-	-	-	LOUISIANA
MAINE	20,705	9,933	2,801	-	11/ 67	10,676	11,802	-	-	10,676	-	96	25	-	-	MAINE
MARYLAND	17,097	4,449	4,428	-	21	15,538	15,538	-	-	15,538	-	85	-	-	-	MARYLAND
MASSACHUSETTS	17,358	1,820	-	-	-	84,717	84,717	-	-	-	-	-	-	-	-	MASSACHUSETTS
MICHIGAN	93,201	8,484	8,484	-	-	84,717	84,717	-	-	-	-	-	-	-	-	MICHIGAN
MINNESOTA	109,661	10,780	9,927	-	853	97,730	41,368	8/ 15,434	25,934	12/ 56,362	-	1,151	883	265	-	MINNESOTA
MISSISSIPPI	61,287	6,266	3,601	-	76	53,992	53,992	-	-	-	-	1,029	904	-	-	MISSISSIPPI
MISSOURI	116,089	15,009	7,881	-	-	99,410	99,410	-	-	-	-	770	-	-	-	MISSOURI
MONTANA	69,949	8,615	5,613	-	-	55,348	55,348	-	-	-	-	5,966	5,344	636	-	MONTANA
NEBRASKA	100,613	8,848	8,815	-	33	91,506	67,994	-	-	23,512	-	259	113	-	-	NEBRASKA
NEVADA	23,001	3,616	2,498	-	48	18,185	18,185	-	-	8,813	-	104	-	-	-	NEVADA
NEW HAMPSHIRE	18,552	1,513	1,513	-	-	16,582	4,611	-	-	11,971	-	-	-	-	-	NEW HAMPSHIRE
NEW JERSEY	16,340	1,758	1,758	-	14/ 439	14,611	4,611	-	-	-	-	-	-	-	-	NEW JERSEY
NEW MEXICO	81,865	9,873	9,859	-	14	68,120	68,120	-	-	-	-	3,872	2,335	1,508	-	NEW MEXICO
NORTH CAROLINA	81,472	14,465	10,225	-	15/ 240	67,007	17,104	-	-	49,898	-	1,269	898	96	-	NORTH CAROLINA
NORTH DAKOTA	62,088	60,819	10,330	-	40	107,261	(16/)	-	-	16/ 107,261	-	414	-	377	-	NORTH DAKOTA
OHIO	114,439	6,764	6,764	-	-	107,261	107,261	-	-	-	-	-	-	-	-	OHIO
OKLAHOMA	85,719	16,067	16,067	-	-	69,652	28,832	-	-	40,820	-	622	159	315	-	OKLAHOMA
OREGON	99,607	10,206	9,604	-	17/ 602	88,779	88,732	-	-	-	47	13,600	12,167	1,300	-	OREGON
PENNSYLVANIA	54,514	7,509	4,467	-	18/ 755	33,411	33,411	-	-	45,509	-	80	9	3	-	PENNSYLVANIA
RHODE ISLAND	85,130	38,795	12,880	-	-	46,255	752	-	-	-	-	-	-	-	-	RHODE ISLAND
SOUTH CAROLINA	2,551	782	720	-	14/ 52	1,739	29,783	-	-	1,739	-	-	-	-	-	SOUTH CAROLINA
SOUTH DAKOTA	46,282	16,459	7,264	-	218	29,783	40,282	-	-	51,327	-	947	-	873	-	SOUTH DAKOTA
TENNESSEE	98,694	6,078	5,860	-	338	91,669	57,098	-	-	-	-	578	469	109	-	TENNESSEE
TEXAS	196,434	26,827	26,827	-	-	169,607	169,607	-	-	-	-	3,996	2,453	479	-	TEXAS
UTAH	24,039	4,744	4,744	-	-	15,359	15,359	-	-	-	-	22	14	8	-	UTAH
VERMONT	13,403	1,820	1,749	-	71	11,561	2,524	-	-	9,031	-	674	77	597	-	VERMONT
VIRGINIA	48,945	47,503	9,047	-	-	38,456	768	-	-	-	-	-	-	-	-	VIRGINIA
WASHINGTON	50,729	5,896	3,833	-	-	40,073	40,073	-	-	-	-	4,760	3,982	712	-	WASHINGTON
WEST VIRGINIA	34,254	32,831	4,485	-	-	1,085	(7/)	-	-	-	-	335	335	-	-	WEST VIRGINIA
WISCONSIN	85,579	9,924	9,851	-	73	75,161	17,391	-	-	57,770	-	226	226	268	-	WISCONSIN
WYOMING	25,760	4,334	4,334	-	-	19,321	19,321	-	-	-	-	2,105	1,269	479	-	WYOMING
TOTAL	3,009,617	553,921	337,020	120,043	5,225	2,389,744	1,658,965	70,684	124,758	685,722	39,057	71,952	53,465	13,503	4,984	TOTAL

1/ STATE PARK, FOREST, INSTITUTIONAL, AND OTHER ROADS THAT ARE NOT PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS.

2/ INCLUDES HIGHWAY DISTRICT MILEAGE FOR IOWA AND ILLINOIS.

3/ POADS NOT ON COUNTY, TOWN, OR TOWNSHIP SYSTEMS. THE MILEAGES SHOWN FOR CALIFORNIA AND COLORADO HAVE NOT BEEN CLASSIFIED BY ADMINISTRATIVE SYSTEMS.

4/ INCLUDES IN THE MILEAGE TOTAL UNSEGPATED ROAD MILEAGE.

5/ INCLUDES IN THE MILEAGE TOTAL UNSEGPATED ROAD MILEAGE.

6/ 210 MILES OF FIRE PROTECTION ROADS AND 10 MILES OF MISCELLANEOUS ROADS IN STATE RESEPARATIONS WERE NOT PREVIOUSLY INCLUDED.

7/ COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA.

8/ STATE-ATO SYSTEMS.

9/ INCLUDES 6,228 MILES DESIGNATED AS FARM-TO-MARKET SYSTEM.

10/ INCLUDES 3,746 MILES OF ROADS FORMERLY A PART OF THE STATE SECONDARY AND FARM-TO-MARKET SYSTEMS.

11/ INCLUDES 47 MILES OF TOLL ROADS (MAINE TURNPIKE).

12/ ESTIMATED BY STATE AUTHORITIES.

13/ INCLUDES 41 MILES OF STATE-ATO ROADS.

14/ OTHER STATE ROADS.

15/ COUNTY PARKS AND PARK ROADS NOT PREVIOUSLY INCLUDED.

16/ COUNTY PARKS ARE INCLUDED WITH TOWNSHIP ROADS.

17/ STATE FOREST HIGHWAYS WERE FORMERLY INCLUDED WITH NATIONAL FOREST HIGHWAYS.

18/ INCLUDES 160 MILES OF TOLL ROADS (PENNSYLVANIA TURNPIKE).

19/ SEGREGATION OF THE STATE PRIMARY SYSTEM WAS COMPLETED DURING 1947. THIS MILEAGE WAS FORMERLY INCLUDED AS PART OF THE STATE PRIMARY SYSTEM.

SHOWS MILES OF STATE-ATO AND PARK ROADS NOT PREVIOUSLY INCLUDED.

17/ STATE FOREST HIGHWAYS WERE FORMERLY INCLUDED WITH TOWNSHIP ROADS.

18/ INCLUDES 160 MILES OF TOLL ROADS (PENNSYLVANIA TURNPIKE).

19/ SEGREGATION OF THE STATE PRIMARY SYSTEM WAS COMPLETED DURING 1947. THIS MILEAGE WAS FORMERLY INCLUDED AS PART OF THE STATE PRIMARY SYSTEM.

^{1/} INCLUDED 47 MILES OF TOLL ROADS (MAINE TURNPIKE).

^{2/} ESTIMATED BY STATE AUTHORITIES.

^{3/} INCLUDED MILES OF STATE HIGHWAY ROADS.

^{4/} INCLUDED MILES OF STATE HIGHWAY ROADS.

^{5/} INCLUDED MILES OF STATE HIGHWAY ROADS.

^{6/} INCLUDED MILES OF STATE HIGHWAY ROADS.

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^{87/} INCLUDED MILES OF STATE HIGHWAY ROADS.

^{88/} INCLUDED MILES OF STATE HIGHWAY ROADS.</

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RURAL ROAD MILEAGE-1947
EXISTING MILEAGE OF ALL RURAL ROADS IN THE UNITED STATES
CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE RM-2, 1947
ISSUED DECEMBER 1948

COMPILED FOR LATEST AVAILABLE YEAR FROM STATE HIGHWAY PLANNING SURVEY DATA

SYSTEM	NONSURFACED MILEAGE				SURFACED MILEAGE							DUAL- TYPE MILES		
	TOTAL	PRIMITIVE AND UNIMPROVED MILES	GRADED AND DRAINED MILES	TOTAL	LOW TYPE			HIGH TYPE						
					TOTAL MILES	SOIL- SURFACED MILES	GRAVEL OR STONE MILES	LOW- TYPE BITU- MINOUS MILES	TOTAL MILES	HIGH- TYPE BITU- MINOUS MILES	PORTLAND CEMENT CONCRETE MILES		BRICK AND BLOCK MILES	
UNDER STATE CONTROL: STATE PRIMARY SYSTEMS STATE SECONDARY SYSTEMS COUNTY ROADS UNDER STATE CONTROL 1/ STATE PARK, FOREST, RESERVATION ROADS, ETC. 2/ TOTAL	337 120 5 554	15 16 3 85	5 9 26 41	10 7 25 44	322 76 69 469	189 64 67 322	3 4 37 44	46 31 14 92	140 29 16 186	133 12 2 147	52 9 1 62	78 3 1 82	1 - - 1	1,000 MILES
UNDER LOCAL CONTROL: COUNTY ROADS TOWN AND TOWNSHIP ROADS OTHER LOCAL ROADS TOTAL	1,659 686 39 2,384	915 369 39 1,323	540 163 39 742	375 206 - 581	744 317 - 1,061	702 310 - 1,012	39 16 - 55	552 264 - 816	111 30 - 141	42 7 - 49	29 6 - 35	11 1 - 12	1 - - 1	1,000 MILES
UNDER FEDERAL CONTROL: 3/ NATIONAL FOREST HIGHWAYS NATIONAL INDIAN RESERVATION ROADS OTHER NATIONAL ROADS TOTAL	53 14 5 72	44 12 2 58	25 8 1 34	19 4 1 24	9 2 3 14	9 2 2 13	- - - -	8 2 1 11	1 - 1 2	- - 1 1	- - - 1	- - - -	- - - -	1,000 MILES
TOTAL RURAL ROADS IN THE UNITED STATES	3,010	1,466	817	649	1,544	1,347	99	919	329	197	98	94	2	3

1/ COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA.

2/ STATE PARK, FOREST, INSTITUTIONAL, AND OTHER ROADS THAT ARE NOT PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS.

3/ INCLUDES ONLY THE MILEAGE OF ROADS NOT FORMING A PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS.

1/ COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA.
2/ STATE PARK, FOREST, INSTITUTIONAL, AND OTHER ROADS THAT ARE NOT PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS.
3/ INCLUDES ONLY THE MILEAGE OF ROADS NOT FORMING A PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS.

EXISTING MILEAGE OF ALL RURAL ROADS IN THE UNITED STATES CLASSIFIED BY TYPE OF SURFACE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
RURAL ROAD MILEAGE - 1947
COMPILED FOR LATEST AVAILABLE YEAR FROM STATE HIGHWAY PLANNING SURVEY DATA

TABLE RM-3, 1947
ISSUED DECEMBER, 1948

STATE	NONSURFACED MILEAGE			SURFACED MILEAGE							NOT CLASSIFIED BY TYPE	STATE
	TOTAL	PRIMITIVE AND UNSURFACED	GRADED AND DRAINED	TOTAL	SOIL-SURFACED	GRAVEL OR STONE	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE	BRICK AND BLOCK	QUALITY TYPE	
ALABAMA	1/ 60,042	19,540	11,809	7,731	10,874	21,737	6,556	678	653	3	1	ALABAMA
ARIZONA	28,705	20,630	15,679	4,951	577	2/ 17,703	3,850	124	328	-	29	ARIZONA
ARKANSAS	55,235	33,820	25,043	8,785	(2/)	2/ 17,703	2,181	556	1,221	-	5	ARKANSAS
CALIFORNIA	97,678	38,871	32,791	6,080	4,367	12,276	32,124	5,990	3,605	1	214	CALIFORNIA
COLORADO	75,810	59,479	52,785	6,694	316	11,308	4,189	16	470	-	2	COLORADO
CONNECTICUT	10,920	837	414	723	963	21,305	5,097	657	501	-	38	CONNECTICUT
DELAWARE	3,756	801	72	2,952	963	100	899	166	501	-	116	DELAWARE
FLORIDA	38,786	22,229	5,560	16,669	1,662	2,290	10,837	798	633	224	113	FLORIDA
GEORGIA	89,680	68,585	18,600	49,985	5,753	5,067	3,882	3,415	1,950	24	4	GEORGIA
IDAHO	36,017	19,051	13,116	5,893	1,488	12,325	3,914	174	56	-	6	IDAHO
ILLINOIS	104,534	20,465	3,157	17,309	9,052	50,286	3,735	174	10,956	236	46	ILLINOIS
INDIANA	82,712	9,335	4,779	4,556	149	53,215	10,859	4,593	4,436	79	56	INDIANA
IOWA	101,488	10,027	2,424	37,603	551	53,702	1,383	156	5,638	31	-	IOWA
KANSAS	120,517	93,213	44,017	36,274	213	27,787	6,459	308	1,418	82	7	KANSAS
KENTUCKY	58,268	25,612	24,944	13,669	16	22,012	7,585	1,504	1,215	1	2	KENTUCKY
LOUISIANA	38,954	10,516	3,113	13,403	-	17,843	461	1,704	2,414	1	15	LOUISIANA
MAINE	20,705	3,654	1,188	2,466	324	9,306	6,630	603	185	-	3	MAINE
MARYLAND	17,097	3,737	1,723	4,014	846	2,563	3,661	2,388	1,812	-	130	MARYLAND
MASSACHUSETTS	17,258	3,140	683	1,427	388	10,632	2,409	2,574	340	3	72	MASSACHUSETTS
MICHIGAN	93,201	23,140	15,115	10,930	2,252	40,656	9,549	2,584	4,745	-	70	MICHIGAN
MINNESOTA	109,661	32,004	11,116	20,978	1,103	67,078	6,641	146	2,580	-	10	MINNESOTA
MISSISSIPPI	61,287	27,559	22,985	4,583	1,866	27,348	1,539	953	1,504	3	85	MISSISSIPPI
MISSOURI	116,089	39,582	10,472	43,510	587	44,511	6,150	521	3,914	8	236	MISSOURI
MONTANA	69,949	51,563	49,512	10,586	-	12,492	5,593	4	26	-	1	MONTANA
NEBRASKA	100,613	73,251	61,840	11,411	138	23,241	2,705	36	1,191	42	9	NEBRASKA
NEVADA	23,601	19,411	17,557	1,854	21	1,225	3,100	34	1	-	9	NEVADA
NEW HAMPSHIRE	16,242	3,664	1,871	1,993	-	3,901	4,508	199	250	-	-	NEW HAMPSHIRE
NEW JERSEY	16,340	3,680	3,273	4,07	14	5,579	6,480	1,483	1,483	5	31	NEW JERSEY
NEW MEXICO	61,865	33,446	48,131	5,215	-	3,782	3,920	667	49	-	1	NEW MEXICO
NEW YORK	81,472	25,880	5,068	69,620	3,429	3,283	10,473	17,752	7,714	104	165	NEW YORK
NORTH CAROLINA	62,080	90,093	20,618	36,202	13,577	9,226	8,166	2,522	2,663	33	15	NORTH CAROLINA
NORTH DAKOTA	174,439	90,093	21,193	24,346	-	22,499	1,604	11	32	-	-	NORTH DAKOTA
OHIO	85,719	10,451	4,564	5,887	1,168	39,119	25,370	6,813	2,028	558	212	OHIO
OKLAHOMA	29,607	79,560	15,552	64,228	619	12,440	3,042	1,679	2,475	31	61	OKLAHOMA
OREGON	34,514	70,783	16,076	13,598	797	15,505	4,590	3,512	395	-	41	OREGON
PENNSYLVANIA	83,150	33,994	5,517	33,677	202	14,192	18,905	1,435	5,906	164	332	PENNSYLVANIA
RHODE ISLAND	2,521	356	285	71	30	795	799	421	150	-	36	RHODE ISLAND
SOUTH CAROLINA	46,242	29,642	23,023	6,619	6,630	2	7,552	504	1,890	1	21	SOUTH CAROLINA
SOUTH DAKOTA	98,634	70,783	37,668	27,851	-	24,908	2,621	322	1,614	-	-	SOUTH DAKOTA
TENNESSEE	65,047	15,969	9,704	6,265	19	39,649	6,263	1,286	1,614	6	41	TENNESSEE
TEXAS	196,434	123,250	91,850	31,400	2,607	36,542	20,595	7,127	5,632	396	285	TEXAS
UTAH	21,039	15,215	6,631	8,624	-	5,152	3,019	433	195	-	25	UTAH
VERMONT	13,403	5,200	3,492	8,103	21,502	6,167	1,548	116	272	-	-	VERMONT
VIRGINIA	48,945	8,428	5,956	2,472	40,517	241	13,735	4,726	354	-	159	VIRGINIA
WASHINGTON	50,729	19,419	9,132	10,287	8	19,463	7,623	2,414	1,751	21	30	WASHINGTON
WEST VIRGINIA	34,254	16,171	16,465	1,706	1,841	5,779	5,582	1,761	1,106	70	4	WEST VIRGINIA
WISCONSIN	85,579	9,579	1,822	75,600	3,414	50,987	16,224	2/ 628	4,321	-	26	WISCONSIN
WYOMING	23,760	18,733	15,661	3,072	-	2,790	4,220	9	-	-	8	WYOMING
TOTAL	3,009,617	1,666,346	817,220	649,126	98,999	918,887	328,251	98,325	93,641	2,127	2,811	TOTAL

1/ INCLUDES A SMALL AMOUNT OF UNSURFACED URBAN MILEAGE.
2/ GRAVEL OR STONE SURFACED MILEAGE INCLUDES A SMALL AMOUNT OF SOIL-SURFACED LOCAL ROAD MILEAGE. SEGREGATION WAS NOT AVAILABLE.
3/ STATE PARKS, FOREST, AND RESERVATION ROADS NOT CLASSIFIED BY SURFACE TYPE.
4/ UNSURFACED MILEAGE INCLUDES A CONSIDERABLE AMOUNT OF GRADED AND DRAINED LOCAL ROAD MILEAGE. SEGREGATION WAS NOT AVAILABLE.
5/ GRADED AND DRAINED MILEAGE INCLUDES SOME UNIMPROVED LOCAL ROAD MILEAGE. SEGREGATION WAS NOT AVAILABLE.
6/ INCLUDES 425 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE PAVEMENT.
7/ INCLUDES 36 MILES OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE PAVEMENT.

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